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Baltimore. Mayor.

THE

Mayor's Message

AND

REPORTS OF THE CITY OFFICERS,

MADE TO THE

City Council of Baltimore,

FOR THE YEAR 1871.

BALTIMORE:
PRINTED BY JOHN COX,
1872.

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MESSAGE

OF

Joshua Vansant, Mayor,

TO THE

First and Second Branches of the City Council,

OF BALTIMORE.

BALTIMORE:
PRINTED BY JOHN COX.
1872.

MAYOR'S MESSAGE.

MAYOR'S OFFICE—CITY HALL,
Baltimore, Jan. 15, 1872.

To the Honorable the Members of the
First and Second Branches of the City Council:

GENTLEMEN:

Preliminary to an exposition of the operations of the respective departments of the City Government for the past fiscal year, and to the suggestion of such measures as, in my judgment, may promote the interest of the city, the occasion renders it proper that I should acknowledge that our thankfulness should be renewed to Almighty God for the many blessings he has bestowed upon us since you last assembled in Annual Session.

While some of our sister cities have been scourged by malignant epidemics, and others desolated by fires, we have been singularly exempt from these and other calamities that wait upon humanity. The records of the City demonstrate that at no period in its history have our people realized to a greater extent the blessings that flow from a healthy condition. Such a result cannot properly be embraced in the chapter or

roll of accidents, but it must be attributable to the climate of our latitude, the over-ground drainage of the City, the supply of excellent water, and the effective operations of the sanitary department of the City, in averting the incursion of diseases fatal in their character.

The City has steadily increased in population and wealth; commerce and the arts have flourished; success has marked the labors of the manufacturer and the merchant, and their financial credit has not been impaired by improvidence in their professional pursuits, or by disasters that are incident to human industry; and the elastic energies of our people are carving out for our City a still further improved condition and a brighter destiny.

Her geographical position has enabled her to maintain important advantages over rival cities by her proximity to the flourishing and expanding West; and the enterprise of her citizens has constructed lines of important internal improvements in her various expanded and expanding Railroads, which have placed her in easy communication with sections of country the great staple productions of which have been poured into her lap, and enabled her to transport to distant points the productions of her home industry, and the commodities which her foreign and domestic commerce have gathered.

FINANCES.

The Funded Debt of the City on the 31st of December, 1870, was	$24,399,125 47	
The Guaranteed Debt was	2,365,000 00	
Total Funded and Guaranteed Debt		$26,764,125 47
From said period to 31st October, inclusive, 1871, the Funded Debt has been increased on account of New City Hall issue	$218,400 00	
Account of Funding Loan of 1900	74,000 00	
Total increase of Funded Debt	$292,400 00	
From December 31, 1870, to October 31st, inclusive, 1871, the Guaranteed Debt has increased	$626,500 00	
Making the total increase of Funded and Guaranteed Debt		918,900 00
And the aggregate Funded and Guaranteed Debt		$27,683,025 47

On the 31st of October, 1871, the Guaranteed Debt consisted of the following:

N. W. Virginia Railroad Company Bonds uncancelled	$850,500 00
Less amount of Bonds held in Sinking Fund	126,000 00
Balance to be returned January 4th, 1873.	$724,500 00
York and Cumberland Rail Road Company.	500,000 00
Union Rail Road Company	117,000 00
Western Maryland Rail Road Company	1,650,000 00
Total	$2,991,500 00

From the aggregate Funded and Endorsed Debt there should be deducted the following as parts of these debts on which the interest is regularly paid to the City, viz: Funded Debt:

Baltimore & Ohio Railroad Company.....	$5,000,000 00
Water Loan.....	5,000,000 00
Public Park.....	555,566 25
Total Funded.....	$10,555,566,25

Endorsed or Guaranteed Debt, viz:

York and Cumberland Rail Road Company.....	$500,000 00	
Union Rail Road Company.....	117,000 00	
N. W. Virginia Rail Road Company.....	724,500 00	
Total Guaranteed.....		$ 1,341,500 00
Aggregate on which interest is paid to City..		$11,897,066 25

Taking the above $11,897,066 25 from the aggregate funded and endorsed debt of the City of $27,683,025 47, and it exhibits the debt on which the City has to pay the interest by annual levy as..... $15,785,959 22

As an offset to this debt, for which the City has to pay interest, the City has a sinking fund of.....	$5,343,432 49
Also, 32,500 shares of Baltimore & Ohio Rail Road Stock of the par value of $3,250,000, but as the Company has paid, and will, doubtless, continue to pay, a dividend of eight per cent. per annum, it is equal to a capital six per cent. stock of.....	4,333,333 33

To relieve the tax-payers from a portion of the levy for the payment of the funded debt, from the following sources, to wit: General

License, Wharfage, Rent of City Property, Markets, Theatrical Entertainments and Foreign Passengers, there are derived annually a revenue of $127,400 which is the interest upon a capital of..... 2,123,333 33

The City has also the following assets upon which interest is not now paid:

Pittsburg & Connellsville Rail Road Company Stock.....$1,000,000 00
Accrued interest on said stock..... 1,166,468 22
Western Maryland Rail Road Stock..... 200,000 00

Endorsement on Bonds of Western Maryland Rail Road Company which is classed in a foregoing table as a Guaranteed Debt, on which interest is now paid by City..... 1,650,000 00

The receipts and disbursements from the 31st of December, 1870, to the 31st of October, inclusive, 1871, were as below respectively stated:

Receipts, viz: Cash Balance, 31st December, 1870.....$ 398,356 70
Received on Account of Tax Levy of 1871.... 1,837,094 27
Received from Taxes in arrears..... 747,325 82
Received from all other sources..... 2,526,823 73

Total.....$5,509,600 52

Disbursements viz:

Paid for interest on account of Temporary Loans..... 22,189 33
Paid for all other purposes..... 5,527,292 70

Total.....$5,549,482 03

Excess of payments over the receipts.....	39,881 51

On the 31st October, 1871, the floating debt was.....$		749,585 29
on the following accounts:		
Temporary Loans from Banks, &c.....$	417,200 00	
Due to Sinking Fund	69,700 77	
Due to Water Board.....	155,380 73	
Due to Park Board.....	58,749 07	
Due to City Hall Commission.....	48,554 72	
Total.....$		749,585 29

Although the City Council of 1870 so changed the fiscal year as to make it expire on 31st of October, yet the Tax Levy for 1871 was made for the calendar year ending 31st December. The following estimate, believed to be nearly correct, will show that the financial condition of the city at the close of the calendar year, will not at all be improved.

Floating Debt as above.....	$749,585 29
Amount due on account of appropriations.....	589,834 33
Bills Payable, (notes of City, under resolution of November, 1871).....	42,797 02
Total.....$	1,382,216 64

Credit by estimated collections on account of Levy of 1871.....$	407,240 00	
Estimated Collections, Taxes in arrears.....	37,201 00	
Estimated collections from other sources.....	178,148 00	
		622,589 00
Estimated Floating Debt, 1st January, 1872....$		759,627 64

This condition of the financial affairs of the City, as above exhibited, is certainly not very encouraging. It cannot.

however, be considered as startling in view of the rising greatness of our city and its resources, and especially is it not so when compared with the condition of the populous cities of the East and West. Nevertheless, there is not in my judgment, a sufficient justification for its condition. No contingency has arisen within the fiscal year which called for large unexpected expenditures of money, or that rendered the same necessary. The condition has been caused partly by inadvertence in overlooking existing claims, in part by miscalculation in reference to revenue, and from making large appropriations after the annual levy had been made, and when, of course, there were no means provided for the payment of such appropriations. After the levy for 1871 had been made, which covered only appropriations made anterior thereto, further appropriations were made amounting to.....$326,948 97

No provision was made for the payment of a loan from the Sinking Fund account of.....	240,000 00
Nor for one year's interest on Western Maryland Rail Road Guaranteed Bonds.....	96,000 00
In the summing up of the sources of revenue it was estimated that receipts of interest from the Pittsburg and Connellsville Rail Road Company, which interest has not been paid, would be.....	122,630 00
Total.....	$785,578 97

These items are in amount greater than the floating debt. In the matter of revenue the most prudent and experienced may be deceived in their estimates, but the able financier, conscious of the impossibility of making revenue subordinate to the rules of mathematical science, never fails to set up a margin for contingencies that human sagacity and foresight cannot call up. All experience in the management of public

affairs, as connected with revenue and disbursement, has demonstrated the wisdom, prudence, and safety of the marginal theory, both in reference to revenue and appropriations.

There is one principle in legislative finance, involving public faith and credit, in reference to which there can be no division of sentiment, and that is, that no public debt should be incurred or the authority given to incur the same unless provision shall be made at the same time for the payment thereof. A disregard of the injunctions of this theory is frequently not so much the result of inadvertence, or ignorance of the policy of government, as it is of a disposition to escape the responsibility of levying the necessary tax to meet the liabilities carved out in making appropriations. The levy of an inadequate per centum tax upon property to meet extravagant appropriations, is a mask to cover up improvident legislation, the tendency of which is to throw upon a future legislative body the responsibility, or odium it may be, of providing for the payment of that which it had no agency in creating, nor the power to avert. Such an expedient or practice exhibits neither fairness nor moral courage. It is a postponed debt which often increases with the progress of time. A precedent in that connection is apt to furnish an apology for its repetition, and has seldom failed to prove disastrous in its consequences in the impairing of public credit, and occasionally in weakening the great moral obligation of public faith.

The management of the revenue of the City is a trust alike important and responsible. The observance of a strict and faithful economy in that respect will give vitality to enterprise, promote the general prosperity, establish or continue public confidence in those who may from time to time be charged with the administration of the City Government, and will challenge and command at the hands of a true people, a

cheerful submission to the burthens which are inseparable from organized society.

CITY COLLECTOR.

Up to and including the year 1870, the fiscal year closed with the 31st of December. Under the resolution adopted by the Mayor and City Council at the late session of said Council, the fiscal year was made to terminate on the 31st of October, and hence the report of the Tax Department for the year 1871 embraces a period of but ten months.

The levy for 1871 was upon a taxable basis of $210,310,975 00

Upon that levy there has been collected	$1,834,857 27
From taxes in arrears	747,325 82
From opening and closing streets	204,981 74
Total	$2,787,164 83

The change in the fiscal year renders it impossible to make a mathematical comparison in the matter of collections. The collections upon an annual levy generally commence in the month of April, which, when the fiscal year closed on 31st of December, made nine months for collections in the year that the levy was made; such was the case in 1870. As the fiscal year of 1871 closed on the last day of October, there were but seven months in that year in which collections were made.

The taxable basis of 1870 was $201,750,882. The amount collected in that year on said levy was $2,194,529 62. The taxable basis of 1871 was $210,310,975. The amount collected in that year to 31st October, 1871, on said basis was $1,834,857 27.

The Collector suggests the necessity for adopting "some action in regard to the division of large tracts of land, as-

sessed in many instances by the acre, and which are now being leased for building lots," and that "it should be made incumbent on the original holders to furnish this department with accurate plats of the property thus divided, as otherwise it will be impracticable hereafter to determine on what portion of such ground the taxes are paid or may remain unpaid." This recommendation is, in my judgment, necessary to prevent embarrassment to the Tax Department, and commends itself as a measure of justice to the citizens of Baltimore who have to contribute their proportion, based upon their possessions of property, to the support of the City Government. The end can doubtless be accomplished by City ordinance.

The entire report of the Department demonstrates that its principal officer has maintained the efficiency that characterized his labors hitherto, and that the citizens of Baltimore have not been tardy in the payment of their taxes.

APPEAL TAX COURT.

In addition to the duties of this Department to direct the assessment of property and to hear and adjust grievances in matters of appeal from the action of the Assessors, it issues permits for the erection of new buildings and for the improvement of old ones. The report which they present in the matter of construction and reconstruction evidences the rapid growth of the City and the consequent demand for dwelling and store houses.

In the year 1868 the permits for construction and reconstruction were	2,879
In the year 1869	3,012
" " 1870	3,630
From January 1st to Oct. 31st, 1871, ten months	3,185
Total	12,706

The number of permits issued in the 10 months of 1871 exceeded those of the corresponding period of 1870 in the number of 60. Of the 3,185 permits issued in 1871, two thousand two hundred and eighty-seven were for new buildings, and three hundred and fifty-six were for reconstructed ones. The assessed valuation of these improvements was $5,258,550, and hence the taxable basis for 1872 on that account will be correspondingly increased.

To the City of Baltimore this is a most important Department, not only as a court of arbitrament, but because it is the only department that operates as a "check" upon the office of City Collector.

WATER DEPARTMENT.

The Water Board, in their last annual communication to the Mayor and City Council, estimated that the revenue in the future would pay the interest on the "Five Million Water Loan" and the expenses of conducting the operations of the Department under their charge. In their report for the fiscal year ending with the 31st of October, 1871, covering a period of ten months, they say "that interest on the entire Water Debt and all expenses of the Department, including the expense for new mains, are now paid out of the revenues of the office." This intelligence, in view of the efficiency of the Department, is certainly gratifying to the tax-papers of Baltimore.

The Receipts, after deducting discount on the Water bills, for the ten months were..... .....$381,505 50
The Expenditures for the same period were 308,430 18

Balance in favor of receipts.....$73,075 32

There were laid during the same period 7 miles and 3,445 feet of "Mains," and 4 miles and 1,765 feet of service pipe.

According to the report of the Committee of the City Council of 1854, which recommended the ordinance that subsequently passed that body, to purchase out the water rights, pipes and certain other properties of the Baltimore Water Company for the sum of one million three hundred and fifty thousand dollars, the whole length of water pipes then laid was about fifty miles, and the revenue about ninety thousand dollars per year.

The supply of water was then less than three million gallons for every twenty-four hours. The length of water mains of the present Department is now 206 miles and 4,690 feet; the revenue for the ten months included in the report of the Water Board was $381,505 50, and the water supply averaged about twelve million gallons for every twenty-four hours, and frequently during the warm season exceeded fourteen million gallons, being about fifty gallons to each inhabitant. Lake Rowland, however, was for several months drawn on to its utmost capacity, no water having passed over the dam during that time.

In view of this fact, and the rapid increase in the population of the city and the consequent necessity for augmenting the supply from some other source, the Board have suggested that preparations, at least, should be made for adding thereto the waters of the Gunpowder. They do not recommend that the work should *now* be commenced, but that it should be deferred at least until they shall have completed the measure, now progressing, for supplying the north-western and western sections of the city, a portion of which is but very indifferently supplied, and some parts not supplied at all. The original purpose of the Board was to furnish that elevated section by pumping into a "Stand Pipe" that would distribute at an elevation of two hundred and ninety feet above tide. Considerations of the disadvantages likely to result from a plan that would require the lifting steam power

to be kept in motion without cessation, and the knowledge they obtained from the experience of other cities that in order to obtain a supply of water, were compelled to adopt that means because they had no ground elevations upon which reservoirs could be constructed, induced them to abandon their first theory. They have determined to construct a high service reservoir in Druid Hill Park, to be located about five hundred yards north-west of the Park Mansion House, the elevation of which will be three hundred and fifty feet above tide, being higher than any earth elevation within the city boundary and one hundred and thirty-three feet higher than Druid Lake. Its capacity will be 26,241,161 gallons. The water is to be pumped into it from Druid Lake by steam machinery of the power of lifting 2,500,000 gallons in twenty-four hours. This it is believed will be more than an ample supply for years in the future. The work for the accomplishment of this great necessity is now under contract, and will be pushed to its completion by all the means the Board may be able to command.

The beautiful lake at Druid Hill is now entirely completed at a cost of $1,167,404. The sum expended in the construction of it within the fiscal year, recently closed, was $45,-811 40. The Tower and Observatory has been finished at an expenditure of $4,519 10. An iron railing of 7,656 lineal feet has been constructed, inclosing the Lake, at the cost of $13,145 77. This improvement was, for various considerations, deemed necessary. It certainly contributes to the beauty of the Lake and the Park.

This matter of water supply cannot be over-estimated in its importance, and when the water of the Gunpowder shall have been conducted into the city, as it must of necessity be in the lapse of a few years, no city on this continent or in Europe will be able to boast of so great a bounty.

FIRE DEPARTMENT.

The experience of the year has demonstrated the efficiency of this branch of the public service, and our citizens have much reason for rejoicing that the city has been in a very great measure exempt from the calamities of conflagration. The public can only be secured in their property from the ravages by fire by the appointment of the best men for the Fire Department in the positions of principals and subordinates, that can be secured for the important service. They are the watchmen upon the tower ; the sentinels at the gates. Method, discipline, faithfulness, courage and thorough subordination, are indispensible to the efficiency of this department. Thus far it has been a success, but to continue that success requires the most watchful supervision on the part of those who are charged with the direction of its operations, as it does the consideration of those whose duty it is to shape legislation to the accomplishment of the ends of the Department.

The Fire Commissioners recommend that an appropriation be made to purchase out so much of the building of No. 6 Engine House as is now occupied for stabling the horses, for the reason that said portion of the house is offered for sale to close up an estate. It may now be had for the sum of six thousand five hundred dollars. If the city should not avail of the offer the property might be sold to one disposed to improve it for business purposes. In the latter contingency the balance of the building would be but poorly adapted for its present purpose, and might render it necessary to abandon it and to erect a building elsewhere.

The present locality of the company is the best that can be obtained in that section of the city, and I respectfully recommend that authority be given to the proper officers of the city to make a purchase of the premises referred to.

The amount expended by the Department for the ten months ending Oct. 31st, 1871, was $125,107 39.

In the matter of the new companies authorized by the City ordinances, the Commission reports that No. 8 Engine Company has been organized and placed in service. That Company No. 9 will be put in a similar condition in January, 1872, and Company No. 10 will be organized and the apparatus to be connected therewith will be in readiness to enter the service as early in the year 1872 as may be practicable.

In consideration of the rapid increase of the building property, and its extension towards the city boundary in every section of the city, the Department recommends the organization of new companies, and that one of them should be a "Floating Company" for harbor service. The plan suggested is to construct a propeller boat, about the size of the smallest city tug boat, with machinery of sufficient power for propelling the boat, and when necessary, to apply the same power for lifting and discharging water. This, the Department says, would, in view of the vast amount of valuable property in vessels and of warehouses on the margin of the Basin, including the southern part of the Basin to Locust Point, be of great utility in the extinguishing of fires along the line referred to, inasmuch as it will enable such a company to operate at points where the existing companies cannot work effectively, and by being at all times in readiness for service can be brought into action with more promptitude. Not having witnessed the workings of a Floating Fire Apparatus, I am not prepared to pass in judgment upon the utility of the proposition. The matter is however of sufficient importance to challenge an investigation of the merits of the suggestion.

The great disasters that have recently taken place, in the matter of destruction of property by fire, the loss of human life consequent upon it, and the want and misery it has en-

tailed upon large bodies of citizens, are suggestive, and awaken serious apprehensions of danger from a devastating element when there is not a sufficient counteracting power to hold it in check.

While I am in favor of administering the City Government upon the theory of economy, I do not deem it either wise or economical to close the door against any measure that looks to the protection of the property of our fellow citizens. Every good citizen is materially interested in the keeping up of an effective Fire Department. In the expense of its maintenance it may increase the tax levy upon property, but to the property holder, the landlord, and the tenant, much more than the tax levy is saved by the reduction in the tariff of fire risks.

It may not be expedient, in view of our present financial condition, to increase the number of Fire Companies to the extent suggested by the Commissioners, within the next twelve months, but the increase should keep pace with the increase of building improvements and the extension of the same over a greater area.

FIRE INSPECTOR.

The Fire Inspector reports 156 actual fires as having taken place within the city limits in the ten months of 1871, that 172 buildings were damaged thereby, and that the loss of property on that account was $475,394 87.

In the year 1870 the loss by fire was $432,717 07 being $42,677 80 less than the loss in 1871.

The paper contains much information touching the causes of fires and many valuable suggestions in connection with the subject. His remarks in reference to explosive liquids, frame structures, the manner of constructing warehouses and dwellings, evidence a thorough knowledge of the matter of

which he speaks. Thus believing, I invite your consideration of the report.

FIRE ALARM TELEGRAPH.

The expenses of this Department for the ten months of 1871 were $15,249 84.

The Superintendent of the Department reports the work to have been performed by its officers as follows: Messages sent 2,668, messages received 1,742. Lost children recovered 295. Horses and vehicles recovered 48. Cattle 8. Alarms of fire telegraphed 151. Calls for extra engines 9. For general alarms 4.

The alarm stations now number seventy-five, and it has been suggested that in consideration of the extension of the building lines within the boundaries of the city, there should be an increase of alarm boxes.

PORT WARDEN.

The sum appropriated for this department for the year was	$182,750 00
Amount received for private dredging	6,661 14
do. from sale of old material	694 70
	$190,105 84
Amount expended during same period	133,024 96
Balance in favor of the department	$ 57,080 88

During the past season there have been removed from the harbor and back Basin, two hundred and forty thousand and twelve cubic yards of sediment, which was deposited in the rear of the "Sea Wall" at the Marine Hospital. The machines have removed a large quantity of sediment from the Fort Bar, and by this labor one hundred feet have been

added to the width of the entrance to the harbor, and a depth of twenty-four feet attained. Vessels drawing from twenty-two to twenty-four feet can now reach the wharves at Canton and Fell's Point. The principal officer of this Department, in his report, says he "has been cutting a channel two hundred feet wide at the entrance, gradually diminishing to one hundred feet, from the Lazaretto to Henderson's wharf, with a depth of twenty-four feet; thence in a westerly direction to Abraham's wharf twenty feet; thence to the Boston Steamship wharf seventeen feet, and thence to Bowly's wharf fourteen feet."

In the interior harbor or basin west of the mouth of Jones' Falls, there have been very great accumulations of filthy sediment from the washings of mud into the Basin from rain falling on the streets; the discharge from sewers and privies; and from vegetable matter cast from vessels at the wharves.

The average depth of this matter was not much less than hree feet in all parts of the Basin west of Bowly's wharf, as well as at some other parts, and from the contents, during the late summer, the most offensive and unhealthy smell was emitted.

The condition thereof awakened fears as to its effects upon the health of the city, and the wonder has been that it did not create an infectious and contagious epidemic. To avert the recurrence of the evil referred to, as well as to give a proper depth for navigation, it is my purpose to employ all the dredging machines that can be availed of and worked effectively, to the lifting of the sediment from the harbor, and the public and private docks. I cannot believe that the owners of private docks will offer any obstacle to the removal of the foul sediment lying in their docks by a refusal to pay such portion at least of the expense thereof as the Port Warden may consider equitable. The Health Officer of the city is authorized to define what constitutes a nuisance, or

that which may engender it, but inasmuch as every citizen of Baltimore is materially interested in keeping the harbor and docks in a condition as free as possible from nuisance, and those engaged in their industrial pursuits on the lines of the docks especially so, I prefer to rely upon the co-operation of the latter in particular, in the work of clearing the water courses of filthy sediment, rather than to resort to the arbitrament of the Health Officer to impel me to direct the execution of the necessary dredging.

The report of the Port Warden contains much that is interesting, and hence I commend it to your notice.

THE PATAPSCO RIVER AND HARBOR COMMISSION.

The amount expended by the Port Warden in deepening and widening the lower channels was $40,778 81. The appropriation by the City for that service was $24,600, but inasmuch as the State appropriates, under the act of 1868, chapter 13, the proceeds of the auction duties for the purpose of deepening and improving a channel in the Chesapeake Bay and Patapsco River, the amount to be paid by the Treasurer of the State, applicable to the work of the Port Warden in the connection above, will very nearly cover the deficiency. At the date of writing this communication the work in the lower channel is suspended, and the Steamer Robert Kirkland, known as the State Boat, has been "hauled up" on the south side of the Basin, and is being coppered in order that it may be in a condition to be availed of, if necessary to keep the channel open, and for towing out the large steamers and other vessels that may depart from the harbor during the winter. The Port Warden commenced his operations with the State Machines in June, at the Brewerton Channel, abreast of North Point, where the sediment extended across the channel and run parallel with it about two miles. This obstruc-

tion to the navigation was removed and the channel deepened to twenty-four feet, and widened to one hundred and fifty feet. He made three parallel cuts from Sparrow to Hawkins' Point, making a depth of twenty-four feet and a width of one hundred feet. The latter is regarded as the part of the channel the most difficult to navigate.

In advance of the improvements in the channel, made recently, vessels could only load in the harbor from nineteen to nineteen and a half feet, and were consequently compelled to finish taking in cargo at Annapolis Roads. During the present season, when there is less depth of water than in the warmer season, the large steamers are able to load at Locust Point to a depth of twenty and a half to twenty one feet. The Brewerton channel, says the Port Warden, requires widening.

Much improvement has been made in the Craighill Channel. This channel is the principal entrance from the Bay to Baltimore, and shortens the distance to sea about six miles. The appropriation by Congress for the improvement of this channel has been expended, and I respectfully suggest that the aid of Congress be invoked to make such further appropriation as will render the Bay and River navigation suitable for the largest class of vessels at the season of the lowest tides.

The matter of our sea navigation is too important to all the great producing and commercial interests of Baltimore to be allowed to depend upon the contingency of National aid. Of this, I am sure, the Councils of the City are fully aware, and I respectfully suggest that liberal appropriations be made for the promotion of the object.

DEPARTMENT OF CITY COMMISSIONER.

The great amount of labor which devolved upon the Department of the City Commissioner induced the Mayor and

City Council, with the view of lessening the labors of the Commissioner; to create the office of Inspector of Buildings, the duties of which are to supervise the construction and repairs of Public Buildings, the issuing of permits for the erection within the city of Steam Engines, Frame Sheds, Swinging Signs, &c. That department went into operation on the 7th of June, 1871.

The Commissioner reports that up to the 31st of October he graded and paved, in the ten months preceding that date, new streets measuring 385,041 square feet, and that by the 1st of January, 1872, the total in the year will be 481,741 feet, being 175,301 feet more than were laid down in the year 1870. The whole area of paved streets in the City is now 30,657,532 superficial feet. In the last four years 1,774,469 feet have been laid, being nearly equal to one-seventeenth part of the whole area.

Than the above statement of facts nothing more indubitably indicates the rapid growth and expansion of the City. There is also under paving contract about 350,000 square feet of streets.

In pursuance of an Ordinance of the City the Asphalt Company is putting down its patent pavement on South street between Baltimore and Lombard streets. The Commissioner says that "like improvements of this character it will take a little time to develope the merits or demerits of the pavement, and enable us judiciously to compare its cost for repairs, &c., with the cost of those in use."

In reference to grading he says, that it is unfortunate for the comfort and health of the citizens residing on West street, between Hanover and Leadenhall streets, and on Cross street, about the same locality, that the grading, which was raised three and one half feet, had not been further raised. That during heavy rains and high tides the flooding renders the streets impassable.

The New Iron Bridge crossing Jones' Falls on the line of Decker street, will be completed by the close of the calendar year. The completion of the Bridge of the Northern Central Rail Road Company over their road, on the line of the same street, opens up another important highway greatly to the relief of Charles Street Avenue. The old Belvidere Bridge has been repaired, and supported as far as practicable. This bridge as a highway, was to have been superseded by the construction of one over the Falls on the line of John street, but that street, between Green Mount Avenue and Belvidere Road not having been condemned, the work, for which an appropriation three years since had been made, has been necessarily postponed. The Commissioner expresses the opinion that from considerations of safety the old bridge will either have to be closed to travel altogether, or undergo thorough reconstruction, inasmuch as he is doubtful as to the speedy condemnation of John street.

In reference to grants to Passenger Railway Companies to lay down tracks on the streets, he suggests that the Ordinance granting such franchise should attach a penalty for an omission to comply with its conditions. The report abounds with useful information in reference to City Improvements.

INSPECTOR OF BUILDINGS.

This office was created in June, 1871, and its imcumbent entered upon the duties of his position soon after his appointment.

His communication refers to the supervision of the erection of market houses, &c., and the repairing of school houses in every section of the city. He reports as the result of his observation, that the ordinance for removing dangerous walls, to be found on page 858 of the city code, does not subserve the end for which it was designed. It does not clothe the

Inspector of Buildings with the authority to enforce the observance of the ordinance. He suggests the enactment of an ordinance, in lieu of the existing one, regulating the erection and repairs of buildings under compulsory restrictions, in order to the better protection of human life.

The Department has, upon the compliance with certain prescribed forms, the right, with the assent of the Mayor, to issue permits for the erection of frame sheds and stables. A few years since it required a special resolution of the City Council to authorize the putting up of any kind of a frame structure within the limits of direct taxation.

To avoid the trouble incident to this special legislation the Council vested the power to grant such permits in the City Commissioner. The labor thus transferred was found to be very embarrassing to that officer, in view of his other onerous duties, and hence by an ordinance, adopted in June, 1871, the authority was transferred to the Inspector of Buildings. The process by which these grants are obtained, is by making application for the permit at the office of the Inspector, who thereupon advertises the fact of the application, which but very few people observe, and if no one appears and objects to the grant, the permit is generally issued. By this easy process of obtaining permission to erect open and closed frame sheds, permits have been obtained in the ten months of 1871 to erect 1237 wooden sheds and stables. If this practice shall continue for many years one half of the buildings within direct taxation will have sheds or stables in the rear thereof, to the imminent danger of having one half of the city consumed by fire in consequence of the connection, the one with the other, of these frame structures. In my judgment it will conduce to the protection of the city, to divest the Superintendent and the Mayor of the authority referred to, and for the City Council to re-assume the authority with which

it seemingly parted in that connection. The tedious process by which the special grants from the Council can be obtained, deters very many from applying therefor. The general ordinance which regulates the putting up of signs, &c., is ignored by a process precisely similar to that employed in reference to wooden sheds. The footways of the city are, when unobstructed, too narrow for busy thoroughfares, and the extension of swinging signs and sign boxes between the curbstones and the houses, frequently renders the side pavements impassable. Besides, they operate to the injury of contiguous stores, as places of sale, by masking the windows of the latter.

In my judgment the Mayor and the Inspector of Buildings should be divested of the authority to issue permits for box, swinging, and awning flap signs, as expressed in the existing ordinance upon the subject.

PUBLIC SCHOOLS.

The amount disbursed for education at the Public Schools for the ten months of 1871, ending with Oct. 31, 1871, independent of the construction and the repairing of school houses, was as follows:

Salaries of Teachers, &c.	$284,570 80	
Books and Stationery	29,060 33	
School Furniture	4,930 23	
Rents and Ground Rents	12,325 82	
Fuel	9,839 90	
Cleaning and Repairs	12,489 91	
Printing Supplies and Incidentals	8,850 54	
For Colored Schools	23,960 28	
		$386,027 81
Receipts from the following sources:		
From White Pupils	$32,152 56	
From Colored Pupils	1,299 48	
On Acct. of Rent	118 75	
		$33,570 79
Showing the net amount paid to have been		$352,457 02

The sum disbursed in the 12 months of 1870 was $462,-167 71. The total number of schools is 119—consisting of 101 day schools and 5 evening schools for white children, and 10 day and 3 evening schools for colored children.

In the schools there are 536 white and 42 colored teachers.

Pupils on the roll, 25,355, classified as follows:

White Pupils in the Day Schools	22,660
do. in the Evening Schools	649
Colored Pupils in the Day Schools	1,819
do. in Evening Schools	227
Total	25,355

Of the foregoing number 13,750 are free, and 11,625 are pay pupils. White free pupils, 12,497, colored free pupils, 1,233. White pay pupils, 10,812, colored pay pupils, 813.

One of the highest duties that is enjoined upon organized society is to provide for the education of youth. No measure in that connection can be so generally effective to the end as public education.

The system has met the approval of civilized humanity every where, but in no place has it been more favorably accepted and cherished than in Baltimore city. It underlies our structure of government as well as the morals and manners of our people. The intelligence which it disseminates has an influence upon every condition of society, making man and woman wiser, better, and happier.

It is questionable if the system of public education now in practice in the city can be much improved. It has commanded the admiration of those who are capable of investigating it, and its fruits are manifest. It has made its mark in the workshop and the counting house; at the bar, in the pulpit, and wherever science and intelligence have had their triumphs.

To insure a continuance of the success of the institution, I think it important that the changes in the appointment of School Commissioners should be less frequent than they have been within the last few years. Time and experience only can make men familiar with and effective in the performance of the duties of a School Commissioner. Any one whose character and intelligence qualify him for the service will not care to accept an office unremunerative, and from which he may be ejected at any time upon the change of a representative in the City Council.

The knave, who in accepting the appointment, has some ulterior or mercenary object in view, may be willing to accept the situation at any risk, or upon any terms, but if annual removals should be the precedent and become the rule, the services of good and competent men may not be readily secured, and hence the *continued success* of a great and revered institution may become problematical.

A few years of experience as a member of the Public School Board has produced upon my mind the impression that there is much more of labor required of the Superintendent of the Schools than is consistent with their success, and as the schools and the pupils have greatly increased since my connection with the School Board has been dissolved, there must be an increased necessity for reform in that particular. The duties of that officer are of a general supervisory character. The annual and semi-annual class examinations, and the necessity for visiting the schools in order that the discipline which the system imposes, and the rules which the Board adopts may be properly enforced, involves a greater amount of labor than any one person can effectively perform. There are departments in which expenses might be abridged without injury to the institution, but it is not economy to defeat great ends by the non-employment of service where it may be required.

The matter of the erection of a suitable building for the accommodation of the Male High School, or Baltimore City College as it is termed, has been from time to time presented to the consideration of the City Council, and while the measure appeared at each session of that body to be favorably entertained, the difficulty in fixing upon a proper site for the erection of the building has as frequently defeated the object. The necessity for a proper structure has not diminished with the lapse of time, and the Board of School Commissioners will, doubtless, press the matter upon your consideration.

McDONOGH EDUCATIONAL FUND AND INSTITUTE.

The Trustees of the McDonogh Educational Fund and Institute, appointed under the Ordinance of July 10th, 1868, report that since the 1st of January, 1871, the additions to said fund have been, from interest accrued on investments in the Stocks of Baltimore City.....$33,975 00
State Stock—Defence Loan..... 4,509 00
Interest on Mortgage..... 1,200 00

Total.....$39,684 00
Cash Balance, Jan. 1st, 1871..... 3,715 95
Aggregate..... $43,399 95

The Disbursements have been as follows, viz:
For $44,000 of Baltimore City Stocks, $43,045 00
" Interest on loan..... 72 77
" Incidental expenses..... 224 16

Total.....$43,341 93
Cash Balance, 31st October, 1871.... 58 02
$43,399 95

The investments now held by the Trustees are as follows:
City of Baltimore Stocks.....$589,000 00
State of Maryland Defence Loan..... 75,150 00
Mortgages on Real Estate, due 1st May, 1879..... 40,000 00
Aggregate..... $704,150 00

The Trustees are required to hold a well secured permanent fund of five hundred thousand dollars, the interest that may accrue from which they are authorized to apply to the purchase of a farm, and the erection thereon of such improvements as may be suitable for a School Farm, and to other expenses necessary and incidental to the maintenance of such an Institution.

There is, therefore, a fund at the disposal of the Trustees, that they are authorized to apply to the object for which they were appointed, of $204,150 00, in addition to a small cash balance. In connection with this branch of the subject the Trustees say that "the question of the purchase of a farm suitable for the School in every respect has been the source of great anxiety to the Board, involving, as it may to a considerable extent, the success of the Institute. The delay in the purchase of the farm has in no wise been attributable to a disposition on the part of the Board, or even any member of it, for postponement; but has been caused by circumstances beyond their control. During the past year there have been several changes in the members of the Board, and their successors required necessarily some time to inform themselves of the duties imposed upon them. By reference to the report of the Agent you will perceive that Moses Fox, of New Orleans, has again revived his pretended claim against the cities of Baltimore and New Orleans, under a codicil attached to the will of Mr. McDonogh."

During this delay in the matter of the purchase of a Farm, the construction of appropriate buildings, the procuring all the necessary appointments for the farm, and the making of proper arrangements for the field and the School House, the fund applicable to the benevolent object of the endowment is augmenting by accruing interest—simple and compound.

The uncertainty of the result of the suit at law now pend-

ing at New Orleans, to which the Trustees have referred, is of itself a reason sufficient for the postponement of the purchase of a farm. A decision against the Cities of Baltimore and New Orleans, although not probable, is yet possible. An adverse verdict would materially embarrass the Trustees and render procrastination indispensible.

Preliminary to the inauguration of this Institution of physical labor and intellectual culture, considerations of the character of the soil of the farm, and its locality regarding health and accessibility; the plentiful supply of good water at available points; the large amount that will be required for the construction of suitable buildings, and for putting the entire machinery of features of the Institution into effective operation, suggests that it is better to "make haste slow," than to hurry into any measure that may prove either hazardous or embarrassing.

For information in reference to the property of the Trust at New Orleans, &c., I refer you to the report of the Commission.

CITY JAIL.

The report of the Visitors of the Jail shows that 8,367 persons were committed to prison during the eleven months ending with the 31st of October, 1871, being 153 more than were committed for the twelve months preceding. The daily average of prisoners was $385\frac{3}{11}$ being 37 and a fraction greater than that of the preceding year.

Of the aggregate number committed during the period for which the report is made up, 6,640 were committed on charges of drunkenness, vagrancy, and breaking the peace.

The imprisonment for these minor infractions of the law is only for a short period, and the same parties are frequently committed nine or ten times in each year. These frequent

commitments of the same parties, the Visitors of the Institution attribute to the sin or vice of idleness, and entertaining that theory they suggest that if measures were adopted that would enable them to put the prisoners at some laborious employment, it would be reformatory in its influence upon many, while others, finding that they would be compelled to work within a prison, and not be allowed to eat the bread of idleness, would be induced to abandon their habits of inebriation and idleness, and would work outside of the prison. There is much force in the reasoning of the Visitors of the Jail, upon this subject, as embodied in their report, and the observation of all who have been charged with the management of prison houses has most clearly demonstrated that prison dleness engenders every species or grade of crime because its teaching is to make men loathe employment, and hence to resort to any means other than to labor to procure the necessaries of life. The humanitarians all over the civilized world, that have from the most benevolent considerations made prison reform a study, and almost a vocation, bear testimony to the soundness of the foregoing theory.

The amount expended in supporting the Institution for the l even months ending 31st Oct., and for improvements, was $47,383 68. Warrants were drawn on the City Register for $44,287 62 of said sum, and the balance was made up by receipts from other sources.

The ventilation and drainage of the Building have been very materially improved, and therefore disease is less likely to be propagated within its walls. Under the improved ventilation the unhealthy exhalations of large bodies of prisoners are in a great measure neutralized in their effects by a constant supply of pure atmosphere from without.

The Hygeian of the prison, under the rule of its excellent Physician, has been very good. No epidemic fatal in its re-

sults has prevailed at any time since the last annual report of the Visitors, and notwithstanding the broken down constitutions of the major part of those who are committed—the result of drunkenness and exposure to the effects of the season—but fourteen have died during the period embraced in the report.

The Visitors express the belief that forty thousand dollars will be sufficient to cover all the expenses of the Institution for the year ending 31st October, 1872.

HEALTH DEPARTMENT.

The gross expenditures of this Department from the 31st of December, 1870 to the 31st of October, 1871, were $193,685 52, and were applied as follows:

Street and Garbage account	$133,209 31	
General Health account	7,091 80	
Nuisance and Sewer account	5,588 20	
Lime and Incidental account	1,168 17	
Baltimore City Fertilizer Co. removing night soil	15,000 00	
Marine Hospital expenses	16,352 22	
Salary account	15,275 82	
		$193,685 52
Credit by this sum received for manure		5,528 11
Net expenses		$188,157 41

The Health Officer reports that the City has been exempt from contagious and infectious diseases, and submits his suggestions for preserving the health of the City. His remarks in connection with the inception of Yellow Fever apply to the engendering of almost every malignant epidemic, and merit your deliberate consideration of the means necessary

to the preservation of the health of the City. The causes, he says, are in the "decomposition of animal and vegetable matter in localities where large numbers of people are congregated," and that hence "it is clear that the preventive lies in precluding such decomposition in such localities. To prevent the accumulation is to prevent the decomposition, and therefore, it is necessary to ascertain the material source, manner and places of the accumulation. These consist of meat liquor, dish water, &c., in the slops drained and pumped into the gutters from private and public houses; in the excrement of animals; in the blood and fecal matter from slaughter houses; in the discharge from soap factories, tanneries and other factories; in the drainage from sinks through sewers constructed for the purpose and otherwise; and the excrements passed directly into the harbor through the water closets of vessels entering and lying in the harbor." His recommendations in connection with this important subject of infectious diseases, embraced in his annual report, I commend to your consideration.

To prevent hydrophobia the Board of Health suggests the enactment of an ordinance prohibiting dogs from going at large throughout the entire year.

It has cost the corporation large sums of money every year to avert the evil consequences resulting from the keeping of dogs in the city, and all the money spent and all the ordinances that have been enacted in relation thereto have been of little avail. No one supposes that his or her dog will either run mad, or bite any one but a midnight robber, yet very many adults and children are daily bitten by dogs not rabid, and many have suffered the most excruciating torments, and met the most horrid death from the bite of the animal in its rabid state.

The City paid in the ten months of 1871 the sum of four

thousand one hundred and sixty-eight dollars, for the killing of five thousand five hundred and eighteen dogs, and the removing of seven thousand and sixty-five others that died, and yet, after this apparently incredible number has thus been disposed of, their numbers, from appearances, have not been diminished.

I would recommend the enactment of an ordinance preventing dogs from running at large within the City boundaries at any time under penalties more severe than any that have been heretofore adopted.

MARINE HOSPITAL.

The principal officer of this Department reports that for the ten months ending with 31st of October he boarded 125 steamers, 23 ships, 134 barks, 228 brigs and 527 schooners making in all 1,037 vessels.

The receipts of the Department were for the period $3,-741 39.

There were received into the hospital	481	Patients.
Discharged from hospital	163	"
Died at the hospital	54	"
Remaining in hospital	269	"

The accommodations in the Hospital are represented to be inadequate to the purposes for which institutions of this character are established, and particularly so in reference to the "Pest" departments.

The Physician recommends that there should be a building for the accommodation of the convalescent Small Pox patients, inasmuch as the confining of them to a room in which the sick cases are treated retards their restoration to a healthy condition, while it would be unsafe to place them in contact with

others who may be in any of the rooms of the hospital, and much more unsafe to the community to discharge them from the institution until a sufficient time has elapsed after having been cured.

The Pest hospital is not only dilapidated, but from its construction altogether unsuitable for its purpose, and he recommends that in lieu of said structure, the four rooms in which are under one roof, that four buildings be erected, one of them for white males and another for colored males, and one for white females and the other for colored females.

In view of the importance of this Department in the protecting of the health of the city, and from considerations of human sympathy for those, who from the force of circumstances must be placed in the Marine Hospital, I earnestly commend the suggestions of the Physician to your consideration.

BAY VIEW ASYLUM.

The report of the Trustees of this Institution evidences the faithful and effective management of it by the gentlemen charged with superintending and directing its affairs.

The gross expense of conducting it for the ten months ending with the 31st of October, 1871, was.....$47,595 68

Deducting therefrom the sums received by the Trustees from Board of Resident Physicians, from the inmates of the Asylum &c., &c..... 3,642 43

And the net expenses are shown to be. $43,953 25

The total number that enjoyed the benefits of the Institution during the period above named was 2,631.

The average number of inmates was 630⅘. The average in the House in the year 1867 was 689 7/12—In 1868—730 1/12—In 1869—704 5/12.—In 1870—657 7/12. This diminution of

numbers, while the population has increased in the City, certainly demonstrates that poverty extreme, and destitution have not increased in our midst. It is very questionable if any city in the United States can present a better record of economical management of a great public charity, or one showing less of destitution among its inhabitants.

It is gratifying to humanity to learn from the report of the Visiting Physicians that no malignant epidemic has prevailed in the Asylum during the last ten months, and that the deaths from disease and accidents have been less than usual.

Notwithstanding much of the water supplied by the City Water Works is lifted by the stationary engine at the Institution into two water tanks of large dimensions located on the upper floor of the building, the Trustees complain of its scarcity. An Alms House requires a great quantity of water for its purposes, for reasons that are obvious to any one at all familiar with the management of public institutions of that character.

An increase of water tanks will not give much relief, for the reason that the pressure upon the pipe by which the building is supplied is insufficient to produce the necessary quantity of water at some periods of the year, even if it should all be discharged at the basement of the building. The "Main" pipe to which the one from Bay View is connected, is but six inches in diameter, and the number of taps upon said "main," all of which are for a lower service than Bay View, or in other words for dwellings, breweries, distilleries, &c., that occupy grounds less elevated than it, so diminishes the pressure upon the pipe leading to the institution that it discharges less water than would one of one-third of its diameter under the proper pressure.

The Hampden Reservoir from which the Asylum is supplied is at least twenty-seven feet greater in its elevation than the upper occupied floor of the building, and if the "mains" that

are for the eastern service were of the proper dimensions the water would rise to the altitude of the reservoir. The "main" connecting with the reservoir is thirty inches in diameter, and the pipes along the line are of the diameter of twenty, eighteen, sixteen, twelve, ten and six inches.

There can be no permanent relief to the Institution in the supply until the twelve, ten and six-inch mains shall be displaced by those of sixteen or eighteen inches. Such a change would give an ample supply for Bay View and the balance of the eastern service, and would not very greatly exceed the cost of an independent pipe of six inches diameter from Hampden Reservoir to Bay View. The Water Commission has not been inconsiderate of the necessity of laying much larger pipes for the eastern service, for at points between the ten and the six inch mains 438 feet of 20 inch, 1587 feet of 18 inch, 2075 of 16 inch, and 2283 feet of 12 inch have been put down. The substituting of pipes of 12 inches for those of 6 inches would, doubtless, be of much service in the matter of supply, but an ample quantity can only be secured by displacing all the mains that are less than sixteen inches.

The Trustees have repeatedly called the attention of the Mayor and Council to the wants of the Institution in the foregoing connection, and recently suggested that it should be supplied by a pipe without any openings between the reservoir and the Institution. That would, to be sure, accomplish the desired end, but it would be, of course, no benefit whatever to the eastern section of the City that is rapidly increasing in population, and whose residents are even now complaining of a scarcity of water. In my judgment, it would be a measure of economy to adopt that plan that will relieve the wants of Bay View and the citizens of East Baltimore at one and the same time. I am fully aware of the importance and necessity of supplying this great public charity Institution with a plentiful supply of wholesome water, and

hence it is, that I invoke your attention to the consideration of the subject.

The Trustees ask for an appropriation of Seventy-five thousand dollars in order to enable them, as they have hitherto done, to purchase the supplies for cash, and to provide for the prompt payment of other expenses, as well as for contingencies that may occur in the administration of the affairs of the Institution.

NEW CITY HALL.

The progress made in the erection of the new City Hall has been as great as the circumstances connected therewith rendered possible.

The net sum paid for construction, &c., for the last ten months was	$263,218 01
The net sum paid on account of construction, &c., since the commencement of the building is	$977,427 40
The amount ascertained to be due to contractors on account of the retention of 10 per cent. on their contracts as required by the ordinance of the city is	76,583 16
Making a total of	$1,054,010 56

The above named total is all that has been expended in the construction by all of the Building Committees.

There are however items charged to the building of the City Hall, over which the committee have not had, nor have they now, any control whatever; such as the purchase of the site on which the building is being erected; depreciation on the stock issues for the building of the Hall; and expenses for taking the sense of the citizens on the adoption of the ordinances to create a debt for building purposes, all of which it is supposed will be about two hundred and twenty-

seven thousand dollars. Add these last named charges to the sum of $1,054,010 56 and the gross sum charged to New City Hall account will appear as $1,281,000 56. This will leave of the $2,000,000 00 appropriated by the city a balance to be applied to construction of $718,999 44.

The Building Committee of the City Hall, knowing the fallacy of estimates in the cost of buildings of the magnitude of the one under their charge, had not in their former reports the temerity to venture upon the field of calculation in that connection. Very many assumed, from their knowledge of the cost of similar structures in other cities, that its cost would not be much less than four millions of dollars. The Committee in their report to the Council, of the date of March 4, 1870, said that "what the ultimate cost of constructing the building will be, the undersigned cannot now, with any measure of accuracy, determine. While they are quite sure it will not reach the figures which many have conjectured, it will doubtless exceed two millions of dollars." The same caution in reference to the cost of the building, was exhibited in their report the following year. As the construction has progressed much since their last report, the architect has ventured to make an estimate for the entire cost of the same, which he places at $2,347,000 00. This estimate embraces the cost of the site, the depreciation of the stock issues out of the sales of which it must be built, &c.

The committee have at their command more money than will be expended in the year 1872, yet not enough, it is supposed, for the year 1873, at the close of which it is confidently believed the Hall will be completed.

Inasmuch therefore as the State Legislature after its adjournment in 1872, will not convene again, in regular session at least, until January, 1874, it will be necessary, if it be the purpose of the City to complete the building according to the drawings and specifications of the architect, to secure the

passage of an enabling act that will authorize the City to use its credit for such amount as it may require for the purpose indicated.

The City appropriated $2,000,000 in city bonds for the erection of the building. The architect estimates that a further appropriation of $347,000 will complete the building, pay for the site, pay the depreciation on the city stock issued and to be issued, and all other expenses. The Building Committee believe it will be advisable to make an appropriation of not less than five hundred thousand dollars.

PARKS.

The gross expenses of Druid Hill Park from 1st January, 1871, to the close of the fiscal year, including interest on stock issue were	$101,269 46	
Expenses of Patterson Park, including purchase of additional land	17,589 26	
Aggregate expenditures		$118,858 72
The receipts were as follows:		
From City Passenger R. Way Company	$130,306 52	
" other sources	10,134 28	
Aggregate		$140,440 80
Deduct expenditures	118,858 72	
And a balance is shown to the credit of Park fund for 1871 of	21,582 08	
Balance to the credit of Park fund for 1870	21,045 34	
Gross amount to credit of fund		$ 42,627 42

Visitors to Druid Hill Park for ten months, viz:

Pedestrians	218,413
Carriages	135,783
Horsemen	15,575

Many improvements have, during the year, been made in Druid Hill and Patterson Parks.

A resolution was adopted at the last session of the City Council authorizing the Commission to enlarge Battery Square within certain bounds indicated in the plat referred to, and extending southerly to the Patapsco River, upon the condition that the proposed addition was not to exceed the cost of one hundred thousand dollars. The purchase however could not be made, as the proprietors of the land demanded three hundred and twenty-five thousand dollars for it, exclusive of an avenue of one hundred feet in width by which the Park must be surrounded. The subject matter is referred to in the Appendix to the report of the Park Commissioners.

The very able report of the Park Commission furnishes information which materially interests all that appreciate the great benefits that result from providing suitable grounds of sufficient size to which the citizens may resort for healthful exercise and recreation. It is to be regretted that when large quantities of land could have been obtained within the boundaries of the city at low rates, the city did not avail itself of such opportunities to acquire the same for Park purposes. Such places as "The Commons" at Boston, and the numerous beautiful squares of Philadelphia, all located in the densely populated parts of those cities, evidence the sagacity and wisdom of the men that many years since conducted their municipal affairs.

The men of Baltimore turned their attention to the erection of monuments commemorative of inspired patriotism, and adorning fountains, little dreaming that the march of improvement would, in years so few, obliterate almost every trace of Howard Park with its thousand trees, and upon its once beautifully shaded domain, erect costly structures.

Baltimore is destined to be a large and thriving mart.

Her geographical bounds will, in her expanding greatness, be enlarged. Druid Hill, which but a few years since was regarded as quite distant from city population, is even now flanked with dwellings, and in the lapse of time will be in the midst of population. Let the past in its lessons teach the living of to-day, and ere it be too late let them avail themselves of opportunities for increasing land possessions for the enlargement of the Parks. These "palaces of nature" are the country seats and the "watering places" of the poor, where they can rest in the evening for the toil of the morrow, and where their children can become invigorated by physical exercises and the inhalations of a pure atmosphere.

INTERNAL IMPROVEMENTS.

The annual report of the Baltimore & Ohio Rail Road Company for the fiscal year ending with the 30th of September, 1871, presents the favorable condition of that great line of improvement.

The revenue of the road, including its branches, was for the year $12,557,529 42, being an increase of revenue over the preceding year of $1,717,158 94.

The gross earnings of the main stem, including the Winchester & Potomac, Winchester & Strasburg, and Washington County Branches, were $9,913,390 49, while the working expenses were but $5,906,887 68, showing that the former exceeded the latter $4,006,502 81.

The increase in the transportation of merchandise is equally marked, is alike demonstrative of the capacity and energy of its President and Directors, and indicates the agency of that great line of improvement in promoting the commercial and manufacturing prosperity of Baltimore.

There were brought over the road to Baltimore during the year 1,007,649 barrels of flour, being 137,259 more than in

the year 1870. 1,591,602 tons of coal, independent of that used by the Company, were transported over the road as against 1,219,638 tons in the fiscal year ending the 30th of September, 1870. The transportation of other merchandise, east and west, has been correspondingly increased.

The superior quality of the semi-bituminous coals of the Alleghany region has largely increased the demand for the article in the eastern cities, and the Company has been adding to its road equipments to meet the demands for transportation.

When this road, by its existing junction with the Pittsburg and Connellsville road, shall have made its connection with Chicago and the North-west, independent of the Pittsburg, Fort Wayne and Chicago Rail Road, it will still more largely contribute to increase the trade of our city with the flourishing and extensive country that it will penetrate.

PITTSBURG AND CONNELLSVILLE RAIL ROAD.

So many years have elapsed since the city of Baltimore became interested as a creditor in the Pittsburg & Connellsville Rail Road, and so little has been known by our people in relation to it until it has recently assumed an importance, and awakened public interest in the success of the enterprise, that it may not be considered out of place to refer briefly to its history.

The route of this road westward from Cumberland was that originally preferred for the extension of the Baltimore & Ohio Road to the Ohio River, but the right of way through Pennsylvania expiring in 1843, that Company was thereafter restricted to a route through Virginia. The people of Pittsburg, however, being anxious for a direct connection with Baltimore, succeeded, after a long contest with the Philadelphia influence in their own Legislature in opening the

way again through their own State under the charter of the Connellsville Company.

Upon their appealing to Baltimore to assist in the construction of the road (of about one hundred and fifty miles from Pittsburg to Cumberland) the City Council of Baltimore in 1853 agreed to guarantee a million of their bonds, and subsequently, in 1856, to give her own bonds of the same amount in exchange for those she had guaranteed, her endorsement of which had been coupled with conditions which made it unavailable for realizing the money. With the funds derived from this source, and from the stock subscriptions of the city of Pittsburg and the county of Alleghany, Pennsylvania, and from towns and individuals along the line, the road was opened between Connellsville and a point on the Pennsylvania Rail Road near Pittsburg, in 1857, and the great tunnel towards the Cumberland end of the line was carried forward until the financial crisis of that year and the exhaustion of the means of the Company compelled it to suspend the work. But for this disastrous event, the bonds of the Company might have enabled it to complete the road; in fact, they were so far used as to extend the line to Pittsburg in 1861, Baltimore having for the purpose of assisting in this object made a partial release of her prior mortgage.

The road having thus a continuous and independent line between Connellsville and Pittsburg (a branch to Uniontown having also been built) began to develope a business, and earn an income which promised well for the future—although unable to meet its interest upon its funded debt. In 1864 the monetary affairs of the Company had so far improved that a fresh start was decided upon, and the necessary financial steps were being taken when the Pennsylvania Rail Road Company induced the Pennsylvania Legislature to attempt a partial repeal of the charter, which it required four years of litigation to defeat, and it was not until 1868 that

freedom for a further forward movement was obtained, and resulted in the opening of the whole road between Pittsburg and Cumberland in April, 1871.

During the eighteen years since Baltimore first held out the helping hand to this enterprise, she has pursued a liberal policy towards it, patiently waiting for the development of its results, and the enjoyment of its fruits. In doing this, however, she has been obliged to bear a burthen from which there is now a fair prospect of relief not far distant. The debt of the Company to her has gone on increasing annually in the shape of interest until it now amounts to $2,166,468 22, the interest having, in virtue of the ordinances of the city been funded with the principal until the 1st of January, 1872. After said date the capitalization of the accumulated interest due to Baltimore will cease, and on the 1st of July, 1872, the Company will be required to pay, unlsss further indulged by the city, six months interest upon the whole debt of $2,166,468 22.

The total stock, funded and floating debt of the Company is about	$10,800,000 00
Its gross earnings for the year ending with the 31st of October, 1871, were	964,989 13
Its working expenses were	747,632 72
Excess of receipts	$217,356 41

This work of improvement, from its beginning, has struggled against antagonism and untoward circumstances, but it may now be hoped, that from the character of the road and the position of its termini, the best results may be attained. The country through which it passes abounds in coal, iron ore, timber and agricultural productions, to bring which to the main line, no less than six branch roads have been already built or are under construction.

A judicious management of its affairs may yield the most satisfactory results to all interested in it.

THE UNION RAIL ROAD COMPANY.

The Union Rail Road Company was chartered in 1866. In 1867 the city ordinance No. 41, authorized the indorsement of the bonds of the Company to the extent of five hundred thousand dollars, and the Company availed itself of the Act to the amount of one hundred and seventeen thousand dollars prior to the suspension of its work in 1869. In 1870 its charter was amended, and the line of its projected road was divided between the Western Maryland Road from the north-western boundary of the city to Owings' Mills, and the Corporators of the Union Rail Road of 1870 from the north-western boundary of the city to tide water at Canton.

The Company then under its amended charter attempted to federate the several rail road companies, but failing in that measure the Canton Company subscribed for the whole stock not taken or held on to by the subscribers of 1866. Since November, 1870, the work has been actively in progress, and now presents a condition of commendable forwardness that leaves no doubt of its completion from Charles street bridge to tide water within the period undertaken by the contractors to finish it, that is the 1st of January, 1873.

The present Company has not availed itself of the ordinance of the city of 1870, known as the substitute ordinance, in so far as to require the endorsement of its bonds by the city, but awaits the finishing of the communication from Charles street bridge to tide water to demonstrate the necessity of proceeding westward.

The endorsement by the city of $117,000 of the bonds of the Union Company of 1866 remains a first mortgage on the Company of 1870, the interest upon which is now regularly paid by it.

The road will doubtless prove a work that will materially contribute to the prosperity of the city.

THE VALLEY RAIL ROAD IN VIRGINIA.

The ordinance of the city, of September 14th, 1869, authorized a subscription of one million dollars to the capital stock of said Company upon certain conditions named in the ordinance, and the Commissioners of Finance, acting for the city of Baltimore, being satisfied that the Company had complied with said conditions, the subscription was formally made on the 31st of October, 1871, as shown by their report.

The charter authorizes the construction of a rail road from Harrisburg, in the County of Rockingham, to a point at or near Salem, in the County of Roanoke, a distance of one hundred and thirteen miles, through the Counties of Augusta, Rockbridge and Bottetourt. The road from Harper's Ferry to Harrisburg being already completed, the construction of the Valley Road to a point on the Virginia & Tennessee Rail Road will connect Baltimore, by the most direct and favorable route, with the cotton and sugar growing States, and will it is believed, materially aid in securing an important share of the traffic of those sections, in addition to that to be obtained by a connection with the most fertile regions of Virginia, North Carolina and Tennessee, via Staunton and Salem, as well as via Lynchburg. It has also other important connections.

The total of stock subscriptions amounts to $3,200,000, including the subscriptions of the city of Baltimore and of the Baltimore & Ohio Rail Road Company for one million dollars each. Twenty-six sections of the line from Harrisonburg to Staunton have, I have been informed, been advertised for contract, with the purpose of completing as soon as possible that section of the road.

The large interest which the Baltimore & Ohio Rail Road Company has taken in this projected improvement, is calculated to inspire confidence in the completion of the work and in its importance to the trade of the city.

WESTERN MARYLAND RAIL ROAD.

My recent communication to your honorable body in reference to the condition of this work of improvement and that of the President and Directors of the Company in relation thereto, render it, in my judgment, unnecessary on my part to say anything further, at this time, in that connection.

JONES' FALLS.

The subject of the improvement of this water course has occupied so much of public attention since the disastrous flood of 1868, and so much has been spread upon paper in that connection by distinguished engineers, that it is with much reluctance that I venture upon a very brief examination of some of the material points in the matter, and which I do only because the public seem to expect that I should say something in reference thereto.

In the agitation of the matter, no member of a former Council since the occurrence of 1868, or no private citizen, to my knowledge, has publicly advocated any theory for the improvement of the Falls that would probably avert disasters likely to occur from ordinary floods, by removing the sediment which materially contributes to diminish the capacity of the bed of the Falls; by raising and strengthening the present walls; and by constructing at the crossings of the stream, bridges that will not obstruct the free flow of water at times of flood. Hence I conclude that no measure will receive the public sanction that does not provide against a rise

of water equal to, if not greater, than that of 1868. From the latter standpoint, therefore, do I speak.

Plans have been suggested which all agree will, if carried out, avert disasters by flood, but they have all, according to appearances, been condemned by public sentiment, because of the cost, and as some think, the extravagance involved in the carrying of them out.

After reviewing the several reports of the eminent engineers to which the matter of improvement has from time to time been referred, I have come to the conclusion that so far as the alignment of the stream is concerned, that it should *conform as closely to the present bed of the Falls* as is consistent with a proper regard for curvature and removal of other obstructions to a free flow of water. This alignment I regard as a most important feature, because its adoption is very *material* in the matter of *economy*.

In that view of the matter I am supported by Messrs. Chesborough & Hughes and Messrs. Craighill & Kneas, in their very able reports to the Council on the subject.

The former in their fourth proposition—page 124 of their report—say "that the least possible departure from the present channel, consistent with probable future improvements of the city, that *will answer the required condition*, and at the *least cost*, should be adopted," and the latter have said—"we see no sufficient reason for moving the stream so far from its present position as required by the proposed *straight line channel*, or *for moving it at all*, except to diminish the curvature in some places where it is so considerable as to offer obstructions to the free flow of the water." Messrs. Latrobe, Trimble and Tegmyer, in connection with this curved line theory, as laid down on their maps, and which is almost *identical with the line laid down by Messrs. Craighill & Kneas*, in comparing it with the straight line, say that one "is more curved than the other, but the curves are so

moderate as but slightly to increase the resistance to the free passage of the water, and the locations will be alike as to width and depth of water way, space and elevation of bridges, facilities of drainage of adjacent low grounds, and in all other respects, while *much less property will have to be taken on this line,*" and they might have added that the property to be taken is *much less valuable* than that lying on the proposed straight line.

All of these gentlemen agree upon one very material point connected with the subject—viz: the course the new channel should take to prevent the overflow of the Falls to the detriment of the lives and the property of our citizens at the *least possible cost*, without regard to embellishment.

The curved line– so called—seems to fit the ground and to conform more nearly to the channel nature designed than the straight one, and can with slight adjustment be made to follow the west line of Holliday street some distance below Centre street, and the north line of Harrison street from Gay to Fayette. These points could then be connected—viz: from Gay to Holliday street by following the west line of the Falls a distance of about sixteen hundred feet, and make by the manner of cutting almost a continuous avenue on the west margin from Fayette to Monument street.

It certainly must be patent to all that the line which closest follows the old channel will be less expensive to construct in the matters of cutting through the higher grounds and the grading up of lower, and at the same time will interfere with less property necessarily to be condemned, than for *an entire new channel*, as contemplated by the straight line theory.

These considerations, sustained as they are by the distinguished engineers to whom the matter was referred, induced me to favor the channel or line, with slight alterations, that can be made advantageously, as laid

down in the map submitted by Messrs. Craighill and Kneas. While, however, I agree with those gentlemen in the matter of alignment, I do not accept other theories embraced in their report. I consider the dam—if it may be so called—at Baltimore street, and the paving of the bed of the Falls from thence to Eager street, as recommended by them, as not at all necessary. In order to construct the dam, which of course is to be the head of navigation, it will be necessary to raise the bed of the Falls at this point—about four feet—to the level of mid-tide, and to continue this filling or raising up to a point between Monument and Madison streets. This raising of the bed of the Falls would necessarily involve the raising of the side walls also, and therefore interfere materially with the grades of three of our principal streets where they cross the Falls, viz: Baltimore, Fayette and Gay streets, ranging from two to four and a half feet. These additional elevations, added to their present grades, in approaching the Falls from the west, would render them quite steep.

Besides, the paving of the bed of the Falls to Baltimore street, and the raising of it at that point would most effectually exclude the use of dredging machines north of said street, and compel a resort to the expensive process of the hand shovel for removing the sediment that will accumulate in the bed of the stream. The paving of the bed down to the tide point would, I think, be an improvement—say to Bath or Hillen street. Neither do I perceive the utility in extending, the head of navigation above Pratt street, unless it be desirable to increase the nuisance in the heart of the city, of which there are already so many complaints in regard to the "Basin."

Nor do I perceive any necessity, at the present in particular, for extending the avenues on either side of the Falls above Pratt or Lombard streets.

Should necessity hereafter suggest an extension—which I doubt—they can be opened as are other new highways, under the general ordinance of the city. These avenues, as originally suggested, are estimated by one of the engineers to cost eight hundred thousand dollars.

While I believe it to be the duty of the city to adopt such plan as will protect the citizens residing or owning property in the flooded district, from loss of life or property by the overflowing of the Falls, I think it should do so at the least possible cost.

These are some of my views upon the subject. The matter is too prolific of details for this communication. Much might be said in reference to the width of the channel, the construction of bridges and sewerage, &c., but believing that the matter will by you be placed in the hands of those whose judgment and integrity will guarantee a faithful and skillful performance of the duty assigned them, I submit it to your consideration.

CONCLUSION.

The reports of the respective Departments of the City Government that accompany this annual communication will furnish information that will doubtless constitute the basis of much of your legislation. To these I invite your attention.

It will be my pleasure to co operate with you in the adoption of measures that will advance the welfare of our people, strengthen their attachment to the municipal government and inspire confidence in and respect for those who are charged with the administration of its affairs. To deserve that respect and confidence the single purpose of the public good must guide and control our actions respectively, and while a parsimonious economy should not tempt us to withhold our support from measures that the enterprise of our citizens and the progress of the age suggest, a regard for the

best interests of the city should at the same time admonish us of the necessity of adopting prudence and economy in legislation, and of laying as lightly as may be compatible with the ends of government, the hands of the tax gatherer upon the shoulders of a noble people. This done, industry in its varied departments will ply its work with elastic vigor, and enterprise swell the tide of a common prosperity.

I have the honor to be,

With the highest regard,

Your obedient servant,

JOSHUA VANSANT, *Mayor.*

REPORT OF

JOHN A. ROBB

Register of the City.

REGISTER'S STATEMENT.

REGISTER'S OFFICE—CITY HALL,
Baltimore, December 31, 1871.

To the Honorable the Members of the
First and Second Branches of the City Council.

GENTLEMEN:

As the fiscal year, by ordinance No. 56, of 1871, ends October 31st, the Register, in obedience to the requirements of Articles 6 and 8 of Baltimore City Code, submits herewith his "account of all monies received and expended by him," from January 1st, 1871, to October 31st, 1871, together with his "statement of the estimated receipts and payments" for the present fiscal year, and "report of existing claims" against the corporation, as of Oct. 31st, 1871.

The total receipts were $5,509,600 52, derived from the following sources:

From taxes, levy 1861	$1,837,094 27	
" previous levies	747,325 82	$2,584,420 09
" opening and closing streets and alleys		214,071 74
" temporary loans		657,150 00
" water board		380,751 00
" park board		140,353 05
" sales of stock		355,326 57
" " market stalls		26,450 17
" ordinary sources of revenue other than taxes		752,721 20
Cash balance January 1, 1871		398,356 70
		$5,509,600 52

While the total payments are as follows:

For interest on stock debt		$1,129,732 67
" new city hall		265,076 25
" water board		308,430 10
" park board		102,128 69
" State police		467,560 00
" public schools		425,733 15
" certain expenses and Criminal Court		201,981 21
" temporary loans		670,000 00
" opening and closing streets and alleys		337,721 09
" new school and engine houses, bridges, relief of Chicago, &c		289,115 32
" ordinary expenses of the city		1,352,003 55
Grand total		$5,549,482 03
Excess of payments over receipts		$39,881 51

Oct. 31—The amount in Farmers and Planters' Bank to credit of interest account was		$42,317 24
To credit of sinking fund		69,941 48
" " Mayor and City Council in Mechanics' Bank		64,743 22
		$177,001 94
From which deduct amount to debit of Mayor and City Council in Farmers and Planters' Bank	$104,624 73	
And to debit of interest account in Mechanics' Bank	3,445 20	108,069 93
Leaving cash balance in favor of city		$68,932 01

The appropriations in levy of 1871, amounted to $4,810,-950 44, and the appropriations made since the levy, to $326,948 97, together making the total of appropriations $5,137,899 41, while the receipts from taxes and other sources of revenue were $3,847,727 94. If to the latter sum we add the estimated receipts from taxes and other sources of revenue for November and December, $622,589, it leaves $667,582 47 as the deficiency receipts to expenditures Dec. 31st, 1871.

As shown by statement marked B, the total requirements of the city for the fiscal year ending October 31st, 1872, amount to the sum of $4,714,869 86, from which deduct $1,778,170 04, the receipts from taxes in arrear and other sources of revenue as itemized in statement C, will leave $2,936,699 82 as the amount to be raised by taxation for the current fiscal year.

The assurance given last year by the gentlemen comprising the Water Board, that the revenue from that department would be ample to pay the interest on the water loan, amounting to $300,000 per annum, I am happy to state, has been complied with, as evidenced by the prompt payment of the interest which fell due last May, and the balance to their credit October 31st being more than sufficient to meet that falling due November 1st, 1871.

The stock debt of the city has been increased by the sale of City Hall 1900 stock, (authorized by ordinance No. 37, approved April 15th, 1870, and ratified by a majority of the legal votes cast at the election held April 21st, 1870,) amounting to $218,400, for which the sum of $214,367 31 was realized, and an issue and sale of $74,000 of the funding loan of 900, being a balance unissued from the previous year.

The guarantee debt has been increased $650,000 by endorsement of the Western Maryland Rail Road bonds to that amount, and decreased $23,500 by purchase and cancellation of North Western Virginia Rail Road bonds.

It will be perceived, by reference to statement D, that the sum of $18,586 05 was expended during the fiscal year, on the Jones' Falls improvement ; during the previous year, 1870, the expenditures for the same were $16,007 71, making the total $34,593 76. This is in the nature of a claim to be 1870, the expenditures for the some were $16,007 71 making reimbursed to the treasury by issue of stock.

Statement "A" is an exhibit of the stock and guaranteed debt.

" "B" is a report of existing claims against the corporation and estimate of expenses for 1872.

" "C" is an estimate of receipts other than taxes.

" "D" is a summary of receipts and disbursements for 10 months of the fiscal year ending October 31st, 1871.

" "E" show condition of Western Maryland R. R. sinking fund.

" "F" shows condition of five million loan sinking fund.

You are respectfully referred to the report of the Commissioners of Finance for condition of general and other sinking funds of the corporation.

Respectfully submitted,

JOHN A. ROBB,

Register of the City.

STATEMENT A—FUNDED DEBT.

Court House Stock, 5 per cent., redeemable at pleasure after 1860	$137,414 84	
Jail Stock, 6 per cent., redeemable at pleasure after 1873	98,913 18	
Water Stock 6 per cent., redeemable at pleasure after 1875	5,000,000 000	
Consolidated, 5 per cent., redeemable at pleasure after 1885	891,646 70	
Consolidated 6 per cent., redeemable at pleasure after 1890	7,207,632 74	
Public Park, 6 per cent., redeemable at pleasure after 1890	555,566 25	
Exempt, 6 per cent., redeemable at pleasure after 1893	410,353 87	
Funding 6 per cent., redeemable at pleasure after 1900	773,900 00	
City Hall, 6 per cent., redeemable July 1, 1884.	1,000,000 00	
One Million, 6 per cent., redeemable Jan. 1, 1886.	1,000,000 00	
Five Million, 6 per cent., redeemable Jan. 1, 1890.	5,000,000 00	
Consolidated, 6 per ct., redeemable Sept. 1, 1893.	2,211,068 05	
Park Improvement, 6 per cent., redeemable January 1, 1895	185,723 80	
City Hall, 6 per cent., redeemable April 15, 1900.	218,400 00	
Over due, 6 per cent., no interest allowed	906 04	
Total funded debt		$24,691,525 47
The endorsements are as follows :		
North-Western Virginia R. R. Company, payable Jan. 1, 1873 $1,500,000		
Less redeemed and cancelled 775 500		
	724,500 00	
Western Maryland R. R. Co	1,650,000 00	
York and Cumberland R. R. Co	500,000 00	
Union R. R. Co	117,000 00	
		2,991,500 00
Total funded and guaranteed debt		27,683,025 47
Against which the City has available assets as follows :		
Mortgage on Pittsburg & Connelsville Rail Road $2,045,837 94		
Interest for 1871, funded per ord. No 107, approved June 19, 1871, 122,630 28		
	2,166,468 22	
Mortgage on Baltimore and Ohio Rail Road	5,000,000 00	
" " Western Maryland Rail Road	1,650,000 00	
" " York and Cumberland Rail Road.	500,000 00	
" " Union Rail Road Co	117,000 00	
32,500 shares Balt. & Ohio R. R., Co., valued at	4,582,500 00	
		$14,015,968 22

Amount brought forward	$14,0159,68 22	
Value of sinking funds	$5,469,432 49	
Less N. W. Va. R. R. Co. Bonds in N. W. Va. R. R. Co. sink'g fund	126,000 00	
	5,343,432 49	
Uncollected taxes	1,587,635 91	
U. S. Revenue tax retained by Baltimore & Ohio R. R. Co. (in suit)	124,737 00	
U. S. Revenue tax retained by Baltimore & Ohio R. R. Co., July quarter, 1871	1,875 00	
Interest coupons paid for Western Md. R. R Co.	80,896 57	
Bills receivable	69,711 89	
550 shares Balto & Reisterstown Turnpike road Co., valued at	1,375 00	
625 shares Balto. & Yorktown Turnpike Road Co., valued at	3,125 00	
120 shares Baltimore & Havre de Grace Turnpike Road Co., valued at	2,400 00	
		21,231,157 08
Total funded and guaranteed debt	27,683,025 47	
To which add "Existing Claims"	1,085,859 64	
Total debt	28,768,885 11	
From which deduct		
Waterloan. Interest paid by water rents	5,000,000 00	
Public Park loan. Interest paid by City Passenger Railway Co	555,366 25	
		5,555,366 25
		23,213,318 86
Assets		21,231,157 08
Nett		1,982,161 78
Against which the city holds productive assets		
Market houses producing a yearly rental of	50,000 00	
Improved wharf property " "	40,000 00	
	$90,000 00	

OTHER PROPERTY

Court Houses, Record Office, City Hall, Jail, Police Stations, Fire Engine Houses and Apparatus, School Houses, Almshouse. Steam Tugs. Public Parks, embracing about 700 acres of land.

STATEMENT B.

The existing Claims and estimated Expenses of the City for the fiscal year 1872, *against which receipts from taxes and other specified sources are applicable, are as follows:*

EXISTING CLAIMS.

Temporary loans	$417,200 00	
Bills payable	42,797 02	
Balance to credit of Water Board	155,380 73	
" " of Park Board..	58,749 07	
" due new City Hall, being for excess of receipts from sales of stock over expenditures	48,554 72	
Due sinking funds, levy 1871	24,779 26	
Due sinking funds, for uncollected coupons, W. Md. R. R. Co.	5,040 00	
Due sinking funds borrowed	39,881 51	
City Commissioners, balance due on contracts and appropriations	137,055 96	
Inspector of Buildings, balance due on contracts and appropriations	71,010 38	
Due Western Md. R. R. sinking fund coupons	14,790 00	
Balance due on appropriations...	70,620 99	
Total	$1,085,859 64	
Total amount of taxes in arrear, $1,587,635 91.		
Estimated receipts from taxes in arrear for fiscal year 1872	1,000,000 00	
Amount carried forward		$85,859 64

STATEMENT B—Continued.

Amount brought forward.....		$85,859 64
One year's interest on total stock debt.....$1,471,146 53		
Less interest paid by B. & O. R. R. Co.$300,000 00		
Less interest paid by Water Board..... 300,000 00		
Less interest paid by City Pass. R. Co..... 33,333 96		
	633,333 96	
		837,812 57
One year's interest on West. Md. R. R. guaranteed bonds.....		$99,000 00

FIRE DEPARTMENT.

Salaries, including Cos. No. 9 and 10.....	$86,494 00	
Harness and repairs.....	2,000 00	
Washing	1,000 00	
Horse shoeing.....	900 00	
Apparatus repairs.....	8,000 00	
Fuel.....	1,800 00	
Office expenses.....	600 00	
Advertising.....	200 00	
Ground rent.....	1,200 00	
Furniture.....	3,000 00	
Hose.....	8,000 00	
Horses.....	5,000 00	
Oils, grease, &c.....	800 00	
Amount carried forward.. .	$118,994 00	$1,022,672 21

STATEMENT B—Continued.

Amount brought forward...	$118,994 00	1,022,672 21
Apparatus	7,250 00	
Medicines	400 00	
Insurance	150 00	
Stationery and printing	700 00	
Gas	1,800 00	
Feed	7,000 00	
Water rent	650 00	
Miscellaneous	2,250 00	
Balancee of extra appropriation 1871	10,700 00	
Purchase of engine house No. 6.	6,500 00	
		$156,394 00

STATE POLICE.

Salaries	$575,000 00	
Rent of office	2,000 00	
		577,000 00

PUBLIC SCHOOLS.

Salaries of officers, teachers and janitors	$350,000 00	
Furniture	15,000 00	
Books and stationery	35,000 00	
Rents and ground rents	20,000 00	
Fuel	12,000 00	
Repairs and cleaning	15,000 00	
Night schools	5,000 00	
Incidentals, printing and supplies	10,000 00	
Colored schools	50,000 00	
		$512,000 00
Amount carried forward		$2,268 06[illegible] 21

STATEMENT B.—Continued.

PORT WARDEN'S DEPARTMENT.

Amount brought forward		$2,268,066 21
Harbor and back basin	$70,000 00	
Sea wall	10,000 00	
Repairing wharves	5,000 00	
Repairing machinery	5,000 00	
Cleaning Harford run	2,750 00	
		92,750 00

HEALTH DEPARTMENT.

General health	$6,000 00	
Baltimore Fertilizing Company	12,000 00	
Streets and garbage	150,000 00	
Nuisance and sewers	6,500 00	
Lime and incidentals	3,000 00	
Salaries	17,300 00	
Marine Hospital	16,352 00	
		211,152 00

CITY POOR.

Bay View Asylum	$75,000 00	
Carrying poor to homes, &c.	2,000 00	
General Dispensary	750 00	
Eastern "	750 00	
Southern "	750 00	
New Eastern "	750 00	
Special "	750 00	
Orthopai "	500 00	
Amount carried forward	$81,250 00	$2,571,968 21

STATEMENT B—Continued.

Amount brought forward...	81,250	00	2,571,968	21
Md. University Dispensary.....	500	00		
Washington " "	500	00		
Indigent sick at Universities.....	10,000	00		
House of Refuge.....	20,000	00		
Widows and orphans, war 1812...	600	00		
Insurance Bayview.....	900	00		
Association Improvement of Poor	4,000	00		
Manual Labor School.....	2,500	00		
Boys' Home.....	2,000	00		
Children's Aid Society.....	1,000	00		
Home of the Friendless.....	2,000	00		
Aged Men and Women's Home....	1,000	00		
Union Protestant Infirmary.....	500	00		
St. Vincent's Infant Asylum.....	1,000	00		
St. Joseph's Industrial School.....	500	00		
St. Mary's " " ...	5,000	00		
Deaf and dumb incidentals.....	1,000	00		
Female Christian Home.....	2,000	00		
Eye and Ear Infirmary.....	1,000	00		
Inebriate Asylum.....	1,000	00		
Union Orphan Asylum.....	500	00		
			138,750	00

INSPECTOR OF BUILDINGS

Erecting public school No. 5.....	$18,000	00		
" engine house No. 10....	10,000	00		
Repairs of Public school houses....	20,000	00		
" of engine houses.....	5,500	00		
Amount carried forward...	$53,500	00	$2,710,718	21

STATEMENT B—Continued.

Amount brought forward...	$53,500 00	2,710,718 21
Repairs of city property.....	6,000 00	
Salaries.....	3,000 00	
Whitewashing Belair market...	150 00	
Incidentals.....	250 00	
		62,900 00

CITY COMMISSIONER.

Repairing streets.....	$2,332 00	
Paving and repaving cross streets	10,000 00	
Repairs of paved streets.....	55,000 00	
" of unpaved streets.....	500 00	
" of bridges.....	6,500 00	
" of sewers.....	6,500 00	
Highways and bridges.....	12,000 00	
Lamps, pillars and lamps.....	5,000 00	
Repairs of lamps.....	3,000 00	
Flag and stepping stones.....	12,000 00	
Paving in front of city property	2,000 00	
Mount Vernon Squares.....	450 00	
Salaries.....	6,000 00	
Incidentals.....	250 00	
		121,532 00

TELEGRAPH DEPARTMENT.

Salaries.....	7,500 00	
Salary of extra battery man.....	800 00	
Batteries.....	2,500 00	
Amount carried forward....	$10,800 00	$2,895,150 21

STATEMENT B—Continued.

Amount brought forward.	$10,800 00	$2,895,150 21
Repairing machinery and wires	1,500 00	
Fuel, light and water	150 00	
Printing and stationery	125 00	
Cleansing offices	120 00	
Boxes 26 and 8	800 00	
Box cor. Bond and Fayette	375 00	
Incidentals	130 00	
		$14,000 00

OLD MASONIC BUILDING, BALTIMORE CITY COURT, SUPREME BENCH AND CIRCUIT COURT.

Salaries for janitor and watchman	1,800 00	
Brooms, buckets, &c	30 00	
Water rent	20 00	
Hauling away coal ashes	30 00	
Lime and whitewashing	25 00	
Ice for Courts and offices	150 00	
55 tons of coal	440 00	
Putting away coal	27 50	
4 cords kindling wood	50 00	
Cleaning Court rooms	500 00	
Gas	75 00	
Glazing	30 00	
Repair of building	40 00	
Repair of stoves	60 00	
Taking up and cleaning carpets	60 00	
Incidentals	50 00	
		3,387 50
Amount carried forward		$2,912,537 71

STATEMENT B—Continued.

COURT HOUSE AND RECORD BUILDING.

Amount brought forward		$2,912,537 71
Salary of superintendent and watchman	$1,812 50	
Cleaning rooms	1,152 00	
Ice for court and jury rooms	350 00	
Repairs to building and furniture	220 00	
Taking up, cleaning and putting down carpets	75 00	
Whitewashing	100 00	
Buckets, brooms, brushes, &c.	55 00	
Stoves, hods and repairs	300 00	
Gas and repairs to fixtures	125 00	
Water rent	24 00	
Hauling ashes	120 00	
80 tons of coal	680 00	
Putting away coal	63 75	
Kindling wood and putting away same	120 00	
Cleaning snow and ice from premises	75 00	
Incidentals	200 00	
		$5,472 25

CERTAIN EXPENSES.

Superior Court	$25,000 00	
Common Pleas	22,000 00	
Orphans' Court	7,800 00	
Circuit Court	8,500 00	
Amount carried forward	$63,300 00	$2,918,009 96

STATEMENT B—Continued.

Amount brought forward...	$63,300 00	2,918,009 96
Baltimore City Court.....	25,000 00	
Coroner.....	2,000 00	
Jail Visitors.....	40,000 00	
Judgments and suits.....	2,000 00	
Removed cases.....	20,000 00	
Supreme Bench, salary of Judges	2,500 00	
Magistrates' fines.....	13,000 00	
Registration.....	30,000 00	
		197,800 00

GENERAL EXPENDITURES.

Diary of City Council.....	$45,000 00	
Rent of Johnson building.....	7,709 00	
Commissioners for Opening Sts..	1,100 00	
City property, insurance, &c.....	7,000 00	
Mayoralty.....	2,000 00	
Patapsco river.....	25,000 00	
General expenses.....	9,000 00	
Lamplighters.....	34,112 00	
City elections.....	2,500 00	
Public Printing and advertising ordinances.....	19,000 00	
Oil and gas.....	150,000 00	
Wharfingers' salaries.....	8,000 00	
Salaries.....	44,905 00	
Hollins Hall.....	390 00	
General license.....	1,000 00	
Amount carried forward..	$356,617 00	$3,115,809 96

STATEMENT B—Concluded.

Amount brought forward...	$356,617 00	3,115,809 96
Salaries, City Collector's Office, and Appeal Tax Court.....	35,000 00	
Killing dogs.....	3,000 00	
Fuel, City Hall and other offices,	800 00	
Broadway Hall.....	200 00	
Discount on taxes.....	90,000 00	
Parks and squares.....	1,000 00	
Ringing mechanic's bell.....	100 00	
Old Defenders.....	300 00	
Plugs and pumps.....	6,000 00	
City's proportion of assessment for opening Oregon street.....	4,839 62	
City's proportion of assessment for opening Calhoun street....	7,773 28	
City's proportion of assessment for sewer on Wilson street....	13,430 00	
		519,059 90

CRIMINAL COURT.

Expenses.....	80,000 00	
		80,000 00
		$3,714,869 86

STATEMENT C.

Estimated Receipts from sources other than Taxes.

Sale of refuse	6,000 00
Foreign passengers to city poor	7,000 00
Auction dues from the State	12,000 00
Hire of dredging machines	15,000 00
City seal	300 00
Public Schools, tuition fees	40,000 00
State school fund	115,000 00
Wharfage	40,000 00
Marine Hospital	4,000 00
Broadway and other halls over market houses	1,000 00
Rent of city property	2,900 00
Vaults and areas	2,000 00
Theatricals	3,000 00
Dividends Balt. & Ohio R. R. Co.	260,000 00
Turnpike dividends	390 00
Frame sheds, bay windows, steam engines, boilers, &c	2,000 00
Markets	50,000 00
Bills receivable due during the year	58,086 00
From $50,000 city 1900 stock issued but not sold	49,000 00
Sale of school house, No. 5	12,000 00
Interest on back taxes	10,000 00
General license	23,500 00
Interest due from Pittsburg and Connelsville R. R. Co., July 1, 1872	64,994 04
	$778,170 04

STATEMENT D.

Showing Receipts and Disbursements on Warrants of the Comptroller for account of Mayor and City Council, from Jan. 1, 1871, to Oct. 31, 1871, (both dates inclusive,) for the various accounts as follows:

	Disbursements.	Receipts.
Interest on stock debt	$1,129,732 67	$223,125 00
New City Hall	265,076 25	274 38
Water Board	308,430 10	380,751 00
Fire Department	130,018 00	
Erecting engine house No. 9	3,600 00	
Park Board	102,128 69	140,353 05
State police	467,560 00	486,318 88
Public schools	396,217 34	410,153 59
Colored schools	29,515 81	1,100 09
Erecting school house No. 5	3,600 00	
Markets	5,306 85	39,996 66
Improvement of Jones' Falls	18,586 05	1 80
PORT WARDEN.		
Harbor	144,016 57	33,598 53
Sea wall	6,031 29	
Repairs of wharves	322 25	
Hire of steam dredges		2,135 62
HEALTH DEPARTMENT.		
Cleaning streets	147,057 36	
Marine Hospital	16,605 88	3,286 27
Health	23,204 94	
Nuisance	5,534 60	
Refuse		5,528 11
Amount carried forward.	$3,202,544 65	$1,726,622 98

STATEMENT D—Continued.

	Disbursements.	Receipts.
CITY POOR.		
Amount brought forward.	$3,202,544 65	$1,726,622 98
Deaf and dumb	437 85	
City poor	73,113 02	112,410 42
Widows and orphans 1812	400 00	
House of Refuge	30,000 00	
INSPECTOR OF BUILDINGS.		
Madison Square	2,102 39	
Richmond market and hall	22,197 55	
Salaries and office expenses	1,632 47	
CITY COMMISSIONER.		
Lafayette market house and lot	40,240 15	12,881 52
Lexington market house	26,472 93	13,568 65
Pillars and lamps	5,325 02	221 31
Cross street market and hall	6,889 91	
Belair market house	9,878 50	
Eutaw square	10,687 63	
North Avenue bridge	17,220 46	2,500 00
Cross streets	12,935 56	
Repairing streets	240 46	
City bridges	4,752 59	79 97
Repairs of Bay View	2,590 98	
Salaries and office expenses	5,285 16	
Flag and stepping stones	6,021 48	
Abutments Decker st. bridge	11,972 36	
Decker street bridge	2,585 00	
Amount carried forward	$3,495,526 12	$1,868,284 85

STATEMENT D—Continued.

	Disbursements.	Receipts.
Amount brought forward.	$3,495,526 12	$1,868,284 85
Shelling Boston street	150 00	
Abutments Charles st. bridge.	1,114 11	
Broadway squares	5,950 00	
Mt. Vernon squares	150 00	
Repairs of paved streets	38,320 51	
Paving in front of city property	1,444 26	
Sewers in Barnes street	2,312 00	
" Fulton avenue	5,177 04	
" East Monument st...	1,000 00	
" Oliver and Decker sts	95 13	
" Calhoun street	60 00	
" Ann street	198 00	
" Druid Hill Avenue.	135 00	
Repairs of sewers and traps	3,294 24	1 60
Eastern Spring	383 75	
Gutters sundry streets	12,053 74	
Union Square	444 15	
Battery Square	760 85	
Removing fort E. Monument st	250 00	
Vaults and areas		1,412 13
Sheds and signs		2,876 36
Steam engines and boilers		190 00
Bay windows		100 00
CERTAIN EXPENSES.		
Removed cases	8,903 66	
Supreme Bench	2,532 00	
Baltimore City Court	20,668 45	
Amount carried forward...	$3,600,923 01	$1,872,864 94

STATEMENT D—Continued.

	Disbursements.	Receipts.
Amount brought forward.	$3,600,923 01	$1,872,864 94
Court of Common Pleas	19,200 10	
Superior Court	17,290 19	
Orphans' Court	6,575 80	
Circuit Court	7,649 52	
Jail Visitors	41,266 37	
Registration	1,795 63	
Judgments and suits	1,002 45	
State elections	2 00	
Coroner	1,500 00	
Certain expense—receipts from taxes		139,350 16
GENERAL EXPENDITURES.		
Rent of Johnson building	5,983 34	
Fines	11,540 55	2 50
City Council	64,851 96	
Commissioners opening streets.	1,076 53	
City property	5,512 62	1,115 25
Mayoralty	1,800 11	
Patapsco River	40,778 81	11,876 31
General expense	7,334 18	
Lamplighters	27,567 00	
City elections	557 81	
Public printing	9,443 40	2,397 00
Oil and gas	123,111 71	
Tonnage and wharfage	6,812 46	31,273 84
Wilkins Avenue bridge	5,000 00	
Salaries	35,189 44	37 50
Amount carried forward...	$4,043,764 99	$2,058,917 50

STATEMENT D—Continued.

	Disbursements.	Receipts.
Amount brought forward.	$4,043,764 99	$2,058,917 50
Hollins Hall	467 95	95 00
General license	902 34	23,496 57
City Collector	29,195 24	
Killing dogs	2,123 00	
Appeal Tax Court	337 25	
Fuel, City Hall	515 20	
Washington Monument	24 00	
Broadway Hall	185 45	445 00
MISCELLANEOUS.		
Criminal Court	73,595 04	63,750 53
Masonic Hall	1,393 70	
Highways and bridges	12,270 16	18,154 71
Special appropriations	14,251 71	
Telegraph	15,249 84	
Court House	3,816 53	
Western Md. R. R. Co	42,673 87	
Foreign passengers	5,418 00	11,771 50
Interest	111,093 17	115,837 24
Taxes refunded	3,296 76	
Loans	670,000 00	657,150 00
Western Potters Field	711 55	10,116 56
Fourth of July celebration	4,445 00	
Central Police Station	32 50	2,318 63
Music at Parks	1,999 99	
Reception of Tennessee editors.	490 25	
National Commercial Convention	8,717 23	
Amount carried forward.	$5,046,970 72	$2,962,053 24

STATEMENT D—Continued.

	Disbursements.	Receipts.
Amount brought forward..	$5,046,970 72	$2,962,053 24
Relief of sufferers by the fire at Chicago	100,000 00	
Pittsburg visitors	1,116 15	
Loan of 1900		85,779 78
City Seal		389 75
Internal improvements		216,903 75
Interest, Ord. No. 32, 1863		133 47
Direct tax		817,346 10
Miscellaneous stock		367,105 05
Opening streets		90,828 00
Almshouse		7,448 44
Theatricals		2,482 75
City Hall stock, 1884		55,179 48
" " 1900		214,367 31
Sale of Park street lots		2,867 20
Paving taxes		474 68
Turnpike dividends		1,414 34
Redemption of Railroad notes	1 00	
Lafayette square	600 00	
Franklin Square	877 25	
SINKING FUNDS.		
Court House sinking fund	25 09	16 68
Water sinking fund No. 1	3,759 56	2,471 33
" " " " 2	22,557 59	14,828 35
City Hall sinking fund	35,850 69	32,922 58
Floating debt "	19	
Jail stock "	2 70	
Park "		22,159 80
Amount carried forward..	$5,211,760 94	$4,897,172 08

STATEMENT D—Continued.

OPENING AND CLOSING STREETS AND ALLEYS.

	Disbursements.	Receipts.
Amount brought forward..	$5,211,760 94	$4,897,172 08
Opening Randall street.....	5,207 37	5,940 31
" Hoffman "	701 19	2,021 83
Closing Liberty road.....	4,978 89	4,953 81
Opening Bond street.	155 65	60 51
Closing Matthews street.....	28,089 26	28,666 66
Opening Druid Hill avenue....	165 96	
" Oliver street.....	93 75	
" Albemarle street.....	1,486 77	
" John street.....	2,629 72	1,160 23
" Mosher street.....	17,766 00	14,581 03
" Baltimore street.....	1,750 00	2,144 70
" Chester street.....	22,637 20	28,274 36
" German street.....	246 50	
" West street.....	2,240 78	418 08
" Thompson street.....	17,105 23	15,948 93
" Schroeder street.....	7,970 65	7,494 07
" Wells & Claggett sts	27,019 66	31,932 84
" Eager street	198 00	
" Park street....	158,129 38	38,824 59
" Baker street		20 00
" Oregon street.....	164 94	2,679 74
" Register street.....	177 39	42 84
" sixty-foot street from Gilmor to Fulton..	540 84	
" Presstman street.....	1,441 88	
Widening Franklin street.....	713 96	
Amount carried forward...	$5,513,371 91	$5,082,336 61

STATEMENT D—Continued.

	Disbursements.	Receipts.
Amount brought forward.	$5,513,371 95	$5,082,336 61
Opening Milliman street	2,450 00	1,279 27
" Durst alley		192 62
" Hanover street		55 00
" Biddle street	32 68	
" Calhoun street	2,791 73	
" Arlington avenue	580 70	
" McElderry street	1,095 23	
" Franklin street	300 00	
" Lexington street	236 00	
Closing twenty-foot alley from Thompson to Adam street	147 26	
Closing an alley 170 feet south of Balt., from Light street to Wine alley	21,210 00	22,055 91
Opening Dolphin street	918 94	
Opening fifteen-foot alley from Broadway to Register street	375 20	
Opening McCullough street	1,357 60	
Opening alley from Decker to Oregon street		122 50
Opening twenty-foot street	44 63	1,463 25
Widening Light street	4 00	63 50
Opening twelve-foot alley	419 09	
Closing Point lane	1,398 67	1,593 33
Opening Mount street	100 00	
" Sterrett street	714 08	
" Stricker street	200 00	
Widening Liberty street	1,360 26	1,428 27
Amount carried forward...	$5,549,107 98	$5,110,590 26

STATEMENT D—Concluded.

	Disbursements.	Receipts.
Amount brought forward.	$5,549,107 98	$5,110,590 26
Liberty street sewer.....	324 05	653 56
Sewer in Scott street.....	50 00	
	$5,549,482 03	$5,111,243 82
Cash balance Dec. 31, 1870,		398,356 70
" " Oct. 31, 1871,		39,881 51
	$5,549,482 03	$5,549,482 03

1871.

Nov. 1—To balance..... $39,881 51

JOHN A. ROBB,

Register of the City.

STATEMENT E.

WESTERN MARYLAND RAILROAD SINKING FUND.

The condition of the Sinking Fund for the redemption of the Bonds of the Western Maryland Railroad Co., guaranteed by the City of Baltimore, October 31, 1871, *is as follows:*

Western Maryland R. R. Bonds guaranteed, Registered	$200,000 00
Western Maryland R. R. Bonds guaranteed, Coupon	94,000 00
City 6 per cent. stock	7,600 00
Uncollected Coupons	14,790 00
Cash	933 00
	$317,323 00

STATEMENT F.

FIVE MILLION LOAN SINKING FUND.

The condition of the Sinking Fund for the redemption of the Five Million Loan to the Baltimore and Ohio Railroad Co. the 31st day of October, 1871, *is as follows:*

Funding loan,	1900.....6 per cent.....	$ 8,300	00
Five million loan,	1890.....6 " "	735,811	18
City Hall loan,	1884 .....6 " "	35,800	00
One million loan,	1886 .....6 " "	114,849	85
Public park loan,	1890.....6 " "	6,500	00
Park improvements,	1895.....6 " "	2,000	00
Consolidated loan,	1890.....6 " "	33,426	63
Defence loan,	1873.....6 " "	301,441	86
Water loan,	1875.....6 " "	115,182	47
Bounty exempt,	1893.....6 " "	8,900	00
Court House,	1860.....5 " "	3,600	00
Consolidated loan,	1885.....5 " "	259	77
		$1,366,071	76
Cash.....		13,610	53
		$1,379,682	29

COMMUNICATIONS.

OFFICE OF THE COMMISSIONERS OF PUBLIC SCHOOLS,
Baltimore, November 24th, 1871.

JOHN A. ROBB, ESQ., *City Register:*

Dear Sir:—In answer to your communication addressed to the Secretary of this Board, the Committee of Accounts have had under consideration the estimate of expenditures for Public School purposes, from Nov. 1st, 1871, to Oct. 31st, 1872, and report the following:

Salaries of officers, teachers and janitors	$350,000
Furniture	15,000
Books and stationery	35,000
Rents and ground rents	20,000
Fuel	12,000
Repairs and cleaning	15,000
Night schools	5,000
Incidentals, printing and supplies	10,000
Colored schools	50,000
Repairs to school buildings by the Inspector of Buildings	25,000
Total estimate	$537,000
Less estimated receipts for current year	40,000
Total	$497,000

Very respectfully,

P. M. SNOWDEN,
Chairman Com. of Accounts.

OFFICE BOARD OF POLICE COMMISSIONERS,
Baltimore, December 22d, 1871.

JOHN A. ROBB, ESQ., *City Register*:

Sir:—We respectfully submit that our estimate of the expense of maintaining the police force for the year ending October 31st, 1872, is five hundred and seventy-five thousand ($575,000) dollars.

By order of the Board,

WM. H. B. FUSSELBAUGH,
President.

OFFICE FIRE ALARM TELEGRAPH,
Baltimore, November 1st, 1871.

JOHN A. ROBB, ESQ., *City Register*:

The following is estimate of expenses for this department for year 1872:

Salaries	$7,500
Batteries	2,500
Repairing machinery and wires	1,500
Fuel, light and water	150
Printing and stationery	125
Incidentals	130
Cleaning office	120
Boxes 2, 6 and 8	800
Box corner Bond and Fayette streets	375
	$13,200
Extra battery-man's salary	800
	$14,000

Respectfully, &c.,

HARRY P. LUCAS, *Supt.*

HEALTH OFFICE—OLD CITY HALL,
Baltimore, Dec. 11th, 1871.

TO JOHN A. ROBB, ESQ., *City Register*:

Sir:—I will require for the operations of this department the following:

General Health account	$6,000 00
Baltimore Fertilizing Company	12,000 00
Street and Garbage	150,000 00
Nuisance and sewers	6,500 00
Lime and incidentals	3,000 00
Salaries	17,300 00
	$194,800 00
Marine Hospital	16,352 22
	$211,152 22

MILTON N. TAYLOR, M. D.,
Commissioner of Health.

PORT WARDEN'S OFFICE—CITY YARD,
Baltimore, November 23d, 1871.

JOHN A. ROBB, ESQ., *City Register:*

Dear Sir:—I enclose herewith my estimate of the amount required for this department for the year commencing Nov. 1st, 1871:

Harbor and back basin	$70,000
Sea wall	10,000
Repairing wharves	5,000
Repairing machinery	5,000
Cleaning Harford run	2,750
	$92,750

Very respectfully,
JOHN H. COOPER, *Port Warden.*

OFFICE BOARD OF FIRE COMMISSIONERS,

Baltimore, Nov. 22d, 1871.

To the Honorable the

Mayor and City Council of Baltimore:

GENTLEMEN:—The undersigned, the Board of Fire Commissioners of the City of Baltimore, respectfully beg leave to submit the estimates for the working expenses of their department for the year 1872, and respectfully call the attention of your honorable body to the communication of the Chief Engineer, herewith enclosed, and will be pleased to meet the Committee on Ways and Means, at any time suitable to them, to afford any information or explanation that may be desired.

The increase asked for in the amount of salaries is caused by the necessity to provide for two new companies, Engine Co. No 9, to be placed in service January 1st, 1872, and Engine Co. No. 10, on July 1st, same year.

The amount asked for apparatus, repairs to apparatus, and for hose, horses, harness and furniture, is based upon the estimates of the Chief Engineer, and it will be seen that in his judgment the entire amount of those estimates will be imperatively necessary. This amount includes the expenditures to be made for Engine Cos. Nos. 9 and 10, from the unexpended amount of appropriation made for that purpose, and not yet drawn from the Register.

JOHN S. HOGG, *President.*

EDWIN L. JONES,

GEO. F. THOMPSON,

THOS. W. CAMPBELL,

JAMES LOGAN, JR.

GEO. A. CAMPBELL, *Sec'ry.*

The amount of appropriation required for the expenses of the Baltimore City Fire Department for the year 1872, is $149,894, to be expended as follows, viz:

Salaries, (including No. 9 and No. 10 Engine Cos.)	$86,494
Harness and repairs	2,000
Washing	1,000
Horse shoeing	900
Apparatus repairs	8,000
Fuel	1,800
Office expenses	600
Advertising	200
Ground rent	1,200
Furniture	3,000
Hose	8,000
Horses	5,000
Oils, grease, &c	800
Apparatus	7,250
Medicines	400
Insurance	150
Stationery and printing	700
Gas	1,800
Feed	7,000
Water rent	650
Miscellaneous	2,250
	$139,194
To which must be added balance of appropriation to pay expenses for 1871, to be taken from the levy of 1872, and not yet drawn from the Register	10,700
	$149,894

OFFICE OF CHIEF ENGINEER B. C. F. D.
November 20th, 1871.

JOHN S. HOGG, ESQ.,

President Board of Fire Commissioners:

Sir:—As the time is at hand when your estimate for the expenses of the present year will be required by the Register, I beg leave to suggest that the most liberal allowance consistent with the economical working of this department be made therein. The recent calamitous disaster at Chicago has already prompted the consideration of an increase in the effective force of the Fire Departments of other large cities, and although not prepared at this time to suggest a similar increase here, I think it my duty to advise that no doubtful idea of economy should prevent the provision of ample means to keep our present unprecedentedly small department up to the highest degree of efficiency. The appropriation for the last year for apparatus repairs, hose and horses, proved inadequate, for the same reasons which will require a largely increased amount for 1872. The rapid increase in buildings, and the extent of territory covered therewith, has and will continue to greatly augment the wear and tear upon apparatus, hose and horses. The working districts assigned the companies now in service, are so much larger than formerly, that it will be seen that the working expenses must be proportionably greater. In the first three years of the existence of this department, the apparatus and hose was new, and the horses young, and, as a consequence, the expense of repairs upon the one, and cost of renewing the others, could be measurably saved.

But it must be borne in mind that we have some engines and horses yet in the service of this department, which were placed therein during the first year of its establishment, 1859, and as such material grows older, it will require either a larger amount of repairing or entire replacement. The neces-

sity for a greater quantity of hose has long been felt, and in view of the scarcity of fire plugs in the newly erected portions of the city, and the consequent distance to which the water must be forced, and the importance of providing each engine company with reserve hose in case of emergency, I am satisfied that not less than 6000 feet additional will be required. Fifteen more horses will also be necessary during the coming year, and not less than $8,000 for apparatus repairs. These estimates are based upon the result of my observation of the working of the department for 1871, and cannot, in my judgment, be safely reduced.

H. Spilman, *Chief Engineer.*

Baltimore, November 27th, 1871.

To the Honorable the
Mayor and City Council of Baltimore:

Gentlemen:—Since submitting our estimate of expenses for 1872, we find it will become necessary to purchase the property in rear of No. 6 Engine Company's house, in North Gay street, now rented by the department for a stable, at an annual rental of four hundred and sixteen dollars; as in case of the sale of the same by the heirs, who have determined thereon, that company would have to be located elsewhere, at a greatly increased expense. The sum asked for the property is sixty-five hundred dollars, in fee, ($6,500.)

Respectfully,

John S. Hogg, *President.*
Edwin L. Jones,
Thos. W. Campbell,
Geo. F. Thompson,
Jas. Logan, Jr.,

Geo. A. Campbell, *Sec'ry.* *Fire Commissioners.*

BAYVIEW ASYLUM,
Nov. 20th, 1871.

JOHN A. ROBB, Esq., *City Register:*

Dear Sir:—There will be required for the maintenance of this institution, for the fiscal year of 1872, seventy-five thousand dollars.

Yours respectfully,

GEO. H. PAGELS, *President.*

University Hospitals extra, $10,000.

Old Masonic Building—Estimates for 1872.

Salaries of janitor and watchman	$1,800 00
Brooms, buckets, &c	30 00
Water rent	20 00
Hauling away coal ashes	30 00
Lime and whitewashing	25 00
Ice for courts and offices	150 00
Fifty-five tons coal	440 00
Putting away coal	27 50
Four cords kindling wood	50 00
Cleaning court rooms	500 00
Gas	75 00
Glazing	30 00
Repairs of building	40 00
Repairs of stoves	60 00
Incidentals	50 00
Taking up and cleaning carpets	60 00
	$3,387 50

JAMES BOWIE, *Janitor.*

BALTIMORE, *November 17th*, 1871.

JOHN A. ROBB, Esq., *City Register:*

Dear Sir:—We shall require for the expenses of Baltimore City Jail, for the current year, forty thousand dollars.

W. H. PERKINS,
President of the Board.

BALTIMORE, *November 1st*, 1871.

Estimates of expenses for keeping the Criminal Court building, Record building and grounds for the year 1872:

Salary of superintendent	$900 00
" of watchman	912 50
Labor in cleaning court and jury rooms, &c	1,032 00
" in hall of record building	120 00
Ice for court and jury rooms	350 00
Repairs to buildings and furniture	220 00
Taking up, cleaning and putting down carpets	75 00
Whitewashing offices, hall, stairway, &c	100 00
Buckets, brooms, brushes, &c	55 00
Stoves, hods, and repairs of the same	300 00
Gas and repairs to fixtures	125 00
Water rent	24 00
Hauling ashes, &c., from premises	120 00
Eighty tons coal, at $8.50 per ton	680 00
Storing away coal	63 75
Kindling wood and storing away the same	120 00
Cleaning off snow and ice from premises	75 00
Incidental expenses	200 00
	$5,472 25

JOHN B. GREGORY,
Superintendent.

CITY COMMISSIONER'S DEPARTMENT.

STATEMENT

Showing the amount of balances on appropriations for 1871 for work not completed, and balances due on work completed in 1871.

ACCOUNTS.	Balance of Appropriation.	Amount required for 1872.	Total Amount required.
Removing Fort on East Monument street...	$ 150 00	$	$ 150 00
Altering grade at Baltimore and Schroeder streets	100 00		100 00
Shelling Ferry Bar road	103 30		103 30
Tunnel in Calhoun street	10,340 00		10,340 00
" " Druid Hill avenue assessment, $13,430,50, paid on account, $150 00.	13,295 50		13,295 50
Tunnel in Ann street	16,862 00		16,862 00
" " Oliver street	8,449 50		8,449 50
Sewer in Fulton avenue	822 96		822 96
" " West street, between Leadenhall and Hanover streets..	2,995 00		2,995 00
LaFayette Market	6,491 50		6,491 50
Belair "	1,368 65		1,368 65
Lexington "		3,186 97	3,186 97
Bridge over Jones' Falls at Decker street	22,415 00		22,415 00
" " " " " Centre street.	2,500 00		2,500 00
Erecting Male and Female Grammar school No. 17	4,050 00	332 19	4,382 19
Enclosing Broadway squares	12,050 00		7,600 00
" Eutaw "	2,252 37		700 00
Abutments for Decker street bridge	527 64		527 64
Sewer in Howard street from Ostend street to the Spring Gardens	4,000 00		1,841 39
Tunnel in Mulberry street	3 500 00		3,500 00
" " John "	10,000 00		10,000 00
Removing earth from the bed of Hughes st...	300 00		300 00
Shelling Point Lane, east of Greenmount Avenue	300 00		300 00
Altering gutters at Charles, Read and other streets	946 26		946 26
Sewer at Mill and Pratt streets.	369 99		369 99
Shelling Washington road	500,00		504 73
Iron Plates at Grundy street and Camel alley, Res. No. 210, 1871			2,464 57
			$130,906 65

CITY COMMISSIONERS' DEPARTMENT.

STATEMENT

Showing the amount required on the several accounts for the year 1872.

ACCOUNTS.	Amount undrawn.	Amount overdrawn	Amount required	Total amount required.
Repaving Streets	$ 2,667 48		$ 2,332 52	5,000 00
Paving and re-paving cross sts.		$ 1,981 64	10,000 00	11,981 64
Repairs of paved streets	7,221 90		55,000 00	62,221 90
" " unpaved streets	500 00		500 00	500 00
" " Bridges	284 18		6,500 00	6,784 18
" " Sewers	984 47		6,500 00	7,484 47
Highways and Bridges	573 20		12,000 00	12,573 50
Lamp Pillars and Lamps	1,894 65		5,000 00	6,894 65
Repairs of Lamps	814 74		3,000 00	3,814 74
Flag and Stepping stones	1,537 70		12,000 00	13,537 70
Paving in front of City property	417 14		2,000 00	2,417 14
Mount Vernon Squares			150 00	150 00
" " " per resolution No. 176, 1871	300 00		300 00	300 00
Incidentals	168 25			250 00
Salaries	1,000 00		6,000 00	7,000 00
				$140,909 62

JOHN H. TEGMEYER,
City Commissioner.

STATEMENT

Showing the amount of balances on appropriations for 1871 for work not completed, and balance due on work completed for 1871.

ACCOUNTS.	Balance of Appropriations.	Amount required for 1872.	Total Amount required.
Erecting Richmond Market and Hall	$52,929 72	$52,929 72	$52,929 72
Repairs of Public School Buildings,	3,851 69	20,000 00	23,851 69
Repairs of Madison Square	936 81	936 81	936 81
Improving Harlem Square	5,000 00	5,000 00	5,000 00
Repairs of Union Square	176 06	50 00	226 06
Repairs of Colored School—Winans Chapel.	866 10	687 00	1,553 10
Erecting Engine House No. 9	7,250 00	7,250 00	7,250 00
Showing the amount required on the several accounts named for the year 1872.			$91,747 38
Erecting Engine House No. 10		10,000 00	10,000 00
" Public School No. 5			18,000 00
Repairs of Public School Houses			20,000 00
White-washing Belair Market		150 00	150 00
Repairs of Engine Houses			5,500 00
Incidentals			250 00
Repairs of City property			6,000 00
Salaries			3,000 00
			$62,900 00

J. W. WATKINS,

Inspector of Buildings.

REPORT

OF THE

Commissioners of Finance,

TO THE

Members of the First and Second Branches

OF THE

CITY COUNCIL.

REPORT.

BALTIMORE, NOVEMBER 1st, 1871.

To the Honorable the Members of the

First and Second Branches City Council:

GENTLEMEN:

The Commissioners of Finance have the honor to submit, for your consideration, a report of their proceedings with reference to the affairs of the corporation, with the customary statements exhibiting and explanatory of transactions from January 1st to October 31st of the present year.

1. A summary of receipts and payments on account of the various sinking funds.

2. A statement of investment purchases.

3. A statement exhibiting the amount and condition of the sinking funds, October 31st.

4. A statement of the consolidation of stock issues made during the current period of ten months.

5. A schedule of the real estate referred to in this report.

6. A statement of the funded debt of the city and of the guarantees.

7. A balance sheet of the sinking funds ledger.

Receipts and Payments.

The receipts on account of the sinking funds have been as follows:

From City Register for loan of December 31st, 1870	$240,000 00	
From matured coupons held December 31st, 1870	20,280 00	
From cash to credit of funds December 31st, 1870	11,321 04	271,601 04
From interest upon investments and loans 10 months	276,600 02	
From matured coupons not in summary	8,550 00	285,150 02
From rental of real estate		14,594 98
From partial payment of a mortgage		6,000 00
From tax collections, levies for increase of funds	62,195 82	
From tax collections of October, not in summary	2,619 46	64,815 28
From City Passenger Railway, not in summary		22,159 80
From sales of stocks, aggregate of fractions, &c.		5,150 95
Total receipts		$669,472 07
Add amount of gain in investment purchases thus: amount purchased	547,438 69	
Amount paid	524,659 33	22,779 36
		$692,251 43

The payments have been as follows:		
For investment purchases	547,438 69	
For North West Virginia coupons	43,044 00	
For sundry office expenses	320 75	
		590,803 44
Balance for investment		$101,447 99
As held—		
Cash to credit of funds	68,118 73	
Coupons uncollected, not in summary	8,550 00	
City Passenger Railway held by city	22,159 80	
October tax collections " "	2,619 46	
		$101,447 99

INVESTMENT PURCHASES.

Statement No. 2 is submitted in obedience to Article XLII, Sec 13, of the Code, and exhibits in detail the purchases of stocks and bonds during the period under review as amounting to	$547,438 69
at an average cost of $95\frac{84}{100}$ per centum.	
Against purchases during the year preceding of	$209,477 43
at an average cost of $93\frac{79}{100}$ per centum.	

TAXES FOR INCREASE OF THE REDEMPTION FUNDS.

On January 1st, 1871, there was due and uncollected—		
Upon the levy of 1869	$ 6,875 49	
" " " 1870	34,072 78	
		$40,948 27
The levy by Ordinance No. 139, Annual Session, 1871, being two cents on each one hundred dollars of assessable property (basis $212,354,756,) should produce		43,470 95
Total		$84,419 22

The collections have been—		
Upon levy of 1869	$3,353 20	
" " " 1870	23,483 77	
" " " 1871	23,385 29	
		50,222 26
Balance uncollected Oct. 31st, 1871		$34,196 96
The tax collections during the year 1870 amounted to		156,579 91
The tax collections during 10 months of 1871	50,222 26	
The City Passenger Railway, 10 months of 1871	22,159 80	
		72,382 06
Decrease		$84,197 85

The only tax levied during the present year for this purpose, is the one referred to above as imposed by Ordinance No. 139, for increase of the fund for redemption of City Hall stock, in accordance with a provision of the law authorizing the creation of that debt.

The customary levy of three and one-half cents for redemption of water stock was not imposed.

Your attention is respectfully invited to the brief statement following:

The water loan originated in an Act of the General Assembly, passed January, 1858, authorizing the issue of two millions, and the authority has since been extended, and the amount increased to five millions of dollars, now issued. It is "redeemable at the pleasure of the Mayor and City Council, on and after the first day of May, 1875."

In each Act of the General Assembly authority was given to provide by ordinance for redemption of the stock. Many

of the ordinances authorizing issues did make provision for the creation of a redemption fund, by ordering payments to the Commissioners of Finance of money received for premium on bonds, and the surplus of receipts, after payment of interest and expenses ; and for its increase by levies of taxes. The levies, apparently contemplated by successive Councils, amounted in the aggregate to twelve cents on every hundred dollars of assessable property, and if they had been levied and collected, as contemplated, would have produced a large fund. It is to be presumed that this was not done, as the two funds, known as Water, Nos. 1 and 2, are shown in this report to amount only to $368,297 15. It is thus seen that upon the eve of the designated maturity of the loan of five millions, a portion of which has existed for a period of nearly twenty years, the fund particularly provided for its redemption is less than seven and one-half per centum of the amount to be redeemed. While it is true that by the terms of the loan, the city has the option of extending the period of payment, it is not therefore any the less obligatory or prudent to provide for payment at some date not very remote from the one named in the obligation, unless it shall be claimed that the pleasure provision determines that the loan is practically to be irredeemable, or of a very protracted maturity. Such a view, it is presumed, will not be acceptable to the creditor, nor is it desirable that it be adopted by the debtor. It is therefore most respectfully submitted that considerations of good faith and of sound policy alike require that more effective provision be made for payment; and it is suggested as desirable that the customary tax be levied for the present and succeeding years, or that some other arrangement looking to the same result be made. In this connection it may not be improper to state that this Board has a conviction that if it be not absolutely necessary, it is nevertheless expedient, and most desirable in every respect, that contributions be

made annually to the funds provided for the ultimate payment of the public debt of the corporation, and that the amount of those contributions should be in proportion to the amount of the debt and the period of its maturity.

The Amount and Condition of the Sinking Funds.

Statement No. 3 exhibits in detail the amount and condition of the investments of thirteen sinking funds, as shown by the books of the Commissioners of Finance.

Recapitulation of Sinking Funds October 31, 1871.

General Sinking Fund	$3,305,034 94
Court House "	117,224 37
City Hall "	106,648 32
Water, No. 1, "	118,955 40
Water, No. 2, "	249,341 75
N. W. Virginia "	853,116 65
Almshouse "	7,283 43
Jail Stock "	301,067 79
Public Park "	116,470 97
Floating Debt and Defence Loan Sinking Fund	185,104 29
Park Improvement Sinking Fund	34,220 89
Consolidated Loan, 1893, "	44,932 99
One Million Loan "	30,030 70
Total value of Sinking Funds	$5,469,432 49

Increase of Sinking Funds.

The increase of the funds during 10 months amounting to			$372,134 69
Was derived thus:			
From interest upon investments		$285,150 02	
" rental of real estate		14,594 98	
" part payment of a mortgage		6,000 00	
" gain in purchase of stocks		22,779 36	
" tax collections	$64,815 28		
" City Passenger Railway	22,159 80		
		86,975 08	
		$415,499 44	
Deduct—			
Amount N. W. Va. Coupons paid during 10 months	$43,044 00		
Amount sundry office expenses	320 75		
		43,364 75	
			$372,134 69
And disbursed—			
For investment purchases, total		547,438 69	
Less amount—			
Purchases belonging to 1870	$271,601 04		
Sales of stock, (fractions)	5,150 95		
		$276,751 99	
Amount of increase invested		$270,686 70	
Add amount loaned to the city		101,447 99	
			$372,134 69

To the general aggregate of the thirteen funds heretofore stated, it is proper to add the other funds not embraced in

these accounts, because they are, by provision of law, in the control of the Register of the city.

They are as follows:

The Five Million Loan Sinking Fund amount..	$1,379,682 29
The Western Maryland " " "	317,323 00
	$1,697,005 29

Real Estate.

Statement No. 5. The schedule of real estate, presented in this form for convenience of future reference, embraces only so much of the city property as is in control and shown upon the books of this Board. The income derived from the public wharves, and other valuable property, being applied to current expenditures, does not appear in these accounts. Baltimore City Code, Section 14, Article XLII, page 717.

The Funded Debt and Guarantees.

Statement No. 6 exhibits the several stock and guaranteed issues of the city, arranged for convenience of reference in the order of maturity, as amounting to a sum total of		$27,809,025 47
These issues, on December 31st last, amounted to		26,866,625 47
Amount of increase during the year.		$942,400 00
Thus:		
By endorsement of bonds of the Western Maryland Railroad Company	$650,000	
By issues of New City Hall stock..	218,400	
" " Funding Loan " ...	74,000	
		$942,400 00

INCREASE AUTHORIZED.

Authority has been given for increase of the public debt and liabilities, as follows:

The Valley Railroad Loan of 1884, by Ordinance No. 59, of 1869	$1,000,000 00
The Funding Loan of 1900, by Ordinance No. 14, of 1870	26,100 00
The City Hall Loan of 1900, by Ordinance No. 37, of 1870	781,600 00
The Western Maryland Railroad Endorsement, of 1900, by Ordinance No. 11, of 1870	250,000 00
The Improvement of Jones' Falls Loan, 30 years, by Ordinance No. 12, of 1870	2,500,000 00
The Maryland Central Railroad Endorsement, by Ordinance No. 26, of 1870	600,000 00
	$5,157,700 00

The addition of any portion of these or of other amounts, will increase the difference between the total of liabilities bearing interest and the amount of productive assets, and oblige a corresponding increase of the tax levy for payment of interest.

THE FINANCIAL CONDITION OF THE CORPORATION.

Amount of Funded debt October 31st, 1871.	$24,691,525 47
Amount of Guaranteed liabilities October 31st, 1871	3,117,500 00
Total debt bearing interest	$27,809,025 47

Of this amount, interest is provided or paid as follows.

The Baltimore and Ohio Rail Road Company, upon	$5,000,000 00
The Water Board, from income upon	5,000,000 00

The City Passenger Railway Company, upon.....	$555,566 25		
The North-Western Virginia sinking fund, upon.....	850,500 00		
The York and Cumberland Railroad Company, upon..	500,000 00		
The Union Railroad Company, upon.....	117,000 00		
			12,023,066 25
			$15,785,959 22

Productive Investments:

The Baltimore and Ohio Rail Road stock, 32,500 shares, Dividends 8 per cent. per annum.....$260,000 00			
This provides the interest upon.....		$4,333,333 33	
The sinking funds, value	$5,469,432 49		
Less the North-West. Virginia.....	850,500 00		
		4,618 932 49	
The real estate, annual rental	$20,077 34		
The wharf property, annual income.....	40,000 00		
The market houses, annual income..	50,000 00		
Annual income	$110, 077 34		
This provides the interest upon		1,834,622 34	
			10,786,888 16
Balance.....			$4,999,071 06

Unproductive Investments:

4,000 shares stock Western Maryland R. Road Co.....	$200,000 00
Western Maryland Railroad Company, endorsed bonds....	1,650,000 00
Pittsburgh and Connellsville Railroad Company, loan.....	1,000,000 00
Pittsburgh and Connellsville Railroad Company, accrued interest	1,166,468 22
Western Maryland Railroad Company, accrued interest...	80,896 57
7,600 Shares Stock Susquehanna & Tide Water Canal Co.	380,000 00
	$4,477,364 79

This statement does not embrace any items connected with current receipts and expenditures. It refers only to the stock and bond liabilities of the corporation, and to its fixed investments.

Consolidation of Stocks.

Provision having been made by Ordinance No. 92 of 1864, for the conversion of the old 5 per cents. of 1860, into the consolidated 5 per cents. of 1885, and by Ordinance No. 42 of 1867, for consolidation of the Jail Stock of 1873, into the 6 per cents. of July, 1890, and those provisions being acquiesced in by nearly all the holders of those issues, it is not regarded necessary to advise any action with reference thereto.

North-Western Virginia Railroad Company.

Your attention is directed to the fact of maturity of the guaranteed bonds of the North-Western Virginia Railroad Company, on January 1st, 1873.

The account stands thus:

Amount of bonds uncancelled		$850,500 00
Less amount of bonds held in the fund		126,000 00
Balance to be redeemed January 1st, 1873		$724,500 00
For redemption there is held in the fund the stocks following, viz:		
Consolidated loan of 1890	$647,910 20	
City Hall loan of 1900	79,000 00	
York and Cumberland guaranteed bonds	11,000 00	
Overdue coupons	321 75	
	$738,231 95	
Deduct amount due to other sinking funds	11,115 30	
		$727,116 65

Unless the amounts offered for sale during the coming year be very large, which is not probable, it will be necessary to realize from these stocks, prior to January 1st, 1873, the money requisite for redemption of the bonds then due and payable. It is therefore respectfully suggested that authority be given to exchange stocks held in the fund, for bonds which may be presented for the purpose during the year, and to sell so much thereof as may be requisite to redeem at maturity the remainder outstanding. Although the fund has been specially provided, and is held for the purpose of redemption, the fact that it is an invested fund, and must be realized in money, makes it proper that such authority be conferred as will enable that to be accomplished before maturity, so that the holders of bonds be not subjected to inconvenience.

Consolidation of Funds.

Experience has shown that there are practical inconveniences, without corresponding benefits, caused by the distribution of funds, devoted to a single purpose, into so many parts; and therefore it is recommended that authority be given to lessen the number, in such manner as will not, in any way, lessen the effectiveness of operation. It is necessary, for obvious reasons, that the distinctive character of some of the funds be maintained; but there are those which can and should be merged into that one called "general," because intended to be applied to the redemption of any portion of the public debt, not specially provided for.

The State Tax on City Stock.

In presenting this report, the Commissioners of Finance have pleasure in noting the evidence furnished by the daily market quotations, of a better appreciation of the value and security of the stock issues of the city, notwithstanding that they are still below what is regarded as the true standard of value. Except in periods of extraordinary financial depression, city six per cents. should, in view of the security they furnish, command par and accrued interest, and that they do not, is to be ascribed alone to the influence of the tax imposed upon them by the State. In the belief that you will not object to a due consideration of any matter affecting the public interest and credit, nor regard it as beyond the limit of duty intended to be imposed upon this Board, it is determined as not improper to invite your attention to this subject. The tax (nineteen and one-fourth cents on each one hundred dollars) is equal to six per cent. upon three dollars and twenty-one cents, and lessens the real value of the city issue to the investor by so much. The State Defence Loan, a six per cent., free from State, county and municipal taxes, is as good

an investment at par as the city issue at 96¾. To this manifest difference may be added that which results from the inconvenience of calculating the amount to be received at the time when the tax is to be deducted and withheld by the city, and from an unwillingness to accept less than six per cent. upon an investment. These together affect the general estimate of value to the extent of causing a difference in price, at least, of five per cent, as is determined by the market quotations. In the negotiation of a loan, whether its proceeds be applicable to a new public improvement, or to retiring a matured obligation, (processes among the probable duties of the future,) the city will be obliged to submit to a deduction from the true standard of value, whatever it may be at the time, by an amount greater than the principle represented by the tax, computing at six per cent. per annum.

If these conclusions are correct, the loss to the city in the negotiation of each million of dollars, in consequence of the tax, will be fifty thousand dollars, while the gain to the State will be, not six per cent. upon that amount, but nineteen hundred and twenty-five dollars per annum. As thus presented, it will be observed, the question becomes practical. The city really bears the burthen of the tax: that being determined, it will be admitted that it should be removed. The approaching session of the General Assembly affords an opportunity to seek relief, and an application, if made and supported by a proper representation of the injurious effects resulting to the public interest, it is not doubted will receive favorable consideration.

The Western Maryland Railroad Company.

In its last annual report this Board submitted a brief statement of its action with reference to deliveries of endorsed bonds of this company, as authorized and required by Ordinance No. 11 of 1870. It is now regarded expedient to repeat that statement, and to present copies of papers then furnished, and to add others among the records of this Board.

It will be observed that the estimates of the Finance Committee of the company are consecutive, and the accounts continuous. They are therefore furnished entire, and will be found in an appendix to this report, arranged in the order of presentation and dates.

At a meeting of the Board, October 11th, 1870, the following papers were submitted for consideration and action :

Baltimore, September 16, 1870.

To the Honorable

the Mayor and Finance Commissioners of Baltimore :

Gentlemen :

In pursuance of a resolution of the Board of the Western Maryland Railroad, as Finance Committee of said company, we are directed by said Board, to base upon accompanying sworn statement, an application for the bonds necessary to provide for the construction of the road.

Referring you to the same,

We remain, very respectfully,

Your obedient servants,

(Signed) C. MORTON STEWART,
J. K. LONGWELL,
M. WEISENFELD.

Messrs. Charles Morton Stewart, J. K. Longwell, and Moses Weisenfeld, Finance Committee of the Western Maryland Railroad:

GENTLEMEN:

I respectfully submit following statement in compliance with resolution presented by your Chairman, and unanimously adopted by your Board at a special meeting held September 13th, 1870, as follows:

Resolved, That the Finance Committee be instructed to present to the Finance Commissioners a sworn statement of the officers of the company, and to base upon such statement an application for the bonds requisite to continue the construction of the road.

STATEMENT.

That in compliance with Ordinance No. 11, Section 3, approved January 26, 1870, the General Assembly of Maryland passed the Act, chapter 110, March 23, 1870, authorizing the said endorsement. That the ordinance has been "submitted to the legal voters of the city of Baltimore," and his Honor the Mayor, has certified that "a majority of the votes cast at the said election were in favor of the said ordinance." That the said Western Maryland Railroad Company has delivered to the Register of the City a deed of mortgage duly executed and acknowledged, and in such form, and with such covenants and conditions "as have been approved by the City Counsellor."

That in compliance with Ordinance No. 11, Section 4, approved January 26th, 1870, the General Assembly of Maryland passed, chapter 110, March 23, 1870, amending the charter of the said Western Maryland Railroad Company by giving to the Mayor and City Council of Baltimore an additional number of directors.

That at a general meeting of the stockholders of the Western Maryland Railroad Company, held in the city of Baltimore, April 18, 1870, the said amendment to the charter of the company was, by resolution, unanimously accepted.

That in compliance with Ordinance No. 11, Section 5, the following resolution was submitted by the Committee on Construction, and unanimously adopted at a regular meeting of the company, held August 2d, 1870.

Resolved, That Charles Morton Stewart, John K. Longwell and Moses Weisenfeld, who now constitute the Finance Committee of this company, or a majority of them, be authorized and empowered to receive from time to time the bonds, so to be endorsed by the city of Baltimore, and dispose of the same, the proceeds thereof to disburse, under the provisions of the ordinance of the Mayor and City Council of Baltimore, No. 11, approved January 26, 1870.

That in compliance with Ordinance No. 11, Section 8, at a regular meeting of the company held May 31st, 1870, they adopted the location submitted by their engineer, of "a new, direct, and independent line of railroad, from a point at or near Owings' Mills, to a point in the city of Baltimore, west of Pennsylvania Avenue," and known as the "Turnpike Line." That herewith are submitted the original contracts, "entered into by the said railroad company with competent parties," (their competency assured by bond to the extent of 20 per cent. of the estimated amount of work performed, or material furnished, in addition to a monthly retention of 15 per cent. from payments,) "for the construction and completion of the said new and independent line from Owings' Mills to Baltimore, as well as for the completion of the road of said company from its present western terminus to Williamsport, within a reasonable time." That the said contracts have been approved by the City Solicitor, and have not been "made until advertisements have been published in one or more

newspapers published in the cities of Baltimore, Philadelphia and New York, inviting proposals for the doing of said work," (certificates of advertisement herewith submitted,) and said company have considered fairly the proposals made to it in awswer to the said advertisement.

That the contracts entered into by the company at a sum per cubic yard for graduation and masonry, per lineal foot for bridge superstructure and trestle work, per pound for iron rails, spikes and fastenings, per piece for cross-ties and splices, and the price bid for track-laying, show that if the estimates furnished by General I. R. Trimble, and our engineer, Richard B. Osborne, of the amount of work to be performed, and the quantity of different materials to be supplied are correct, the construction and completion of the road from Baltimore to Owings' Mills, and from its western terminus to Williamsport, will cost eight hundred and fifteen thousand, two hundred and eighty-three dollars, and ten cents, ($815,283 10.)

That our engineer's estimate of the cost of graduation, masonry, bridge superstructure, and track-laying, from Owings' Mills to Baltimore, is two hundred and eighteen thousand, one hundred and fifty-eight dollars and twenty cents, ($218,158 20,) which, deducted from $815,283.10, shows the cost of the road, exclusive of the line from Owings' Mills to Baltimore, to be $597,124.90.

COPY OF ENGINEER'S ESTIMATE.

Graduation and masonry, Owings' Mills division.			$120,054 40
" " " Middle division.....			158,936 86
" " " Williamsport division.			39,634 40
Bridge superstructure, entire road..... ...			52,256 00
4,600 tons rail at.....	$72 00	per ton.....	331,200 00
291,200 lbs. spikes at.....	3 84	per 100 lbs.	11,182 08
18,700 fastenings at.....	60	per set.....	11,220 00
137,280 cross ties at.....	50	each.....	68,640 00
18,700 oak splices.....	30	each.....	5,259 36
52 miles track-lay'g at	325 00	per mile....	16,900 00
			$815,283 10

That if the $1,200,000 of bonds are negotiated so as to realize not less than 90 per cent. net, or $1,080,000, there will be left, after completing the road from its present terminus to Williamsport, the sum of $482,875 10. Deducting our engineer's estimate of the cost of the line from Owings' Mills to Baltimore, $218,158 20 and $100,000 for equipment, leaves $164,716 90 applicable for contingencies.

That at a general meeting of the stockholders of the company, held in the city of Baltimore on the 15th of March, the following resolution was unanimously adopted:

Resolved, That the Western Maryland Railroad Company hereby promises and guarantees to the Mayor and City Council of Baltimore that the company will locate its principal or main repair shops in or adjacent to the said city.

That Messrs. Isaac Motter and John Welty, who were instructed to ascertain what would be the cost of right of way from Hagerstown to Williamsport, have, after full investigation, assured the company that it would be less than $20,000. That less than $10,000 are necessary to settle right of way damages from the present terminus to Hagerstown.

That responses naming a price have been received from the following persons on the line from Owings' Mills to Baltimore:

Heirs of Wm. Barnett,	$3\frac{27}{100}$	acres,	6 miles out,	$10,000.
Dr. Fundenberg	$1\frac{58}{100}$	" 6	"	per acre $250.
Mount Hope	$2\frac{67}{100}$	" 6	"	free.
Joshua Barnett	$2\frac{34}{100}$	" 6	"	$200 per acre.
Thomas Sanderson	$3\frac{55}{100}$	" 6	"	$250 "
Lewis Cole	$4\frac{11}{100}$	" $5\frac{1}{2}$	"	free.
Samuel Wilhelm	3	" 4	"	$5,000.
L. P. D. Newman	$1\frac{65}{100}$	" $3\frac{1}{2}$	"	$250 per acre.
John C. Matthias	$\frac{55}{100}$	" $3\frac{1}{2}$	"	$250 per acre.
August Douglas		" 4	"	$1,500.
John S. Gittings	$5\frac{30}{100}$	" $2\frac{1}{2}$	"	$20,000.

Yours, very truly,

(Signed) GEORGE M. BOKEE,

Baltimore, Sept. 16, 1870. *Pres't W. M. R. R. Co.*

STATE OF MARYLAND—CITY OF BALTIMORE, TO WIT:

Be it remembered, that on this 16th day of September, A. D. 1870, before me, the subscriber, a Justice of the Peace of the said State, in and for the city aforesaid, personally appeared George M. Bokee, President W. M. R. R. Co., and D. Preston Parr, Secretary and Treasurer of said Company, and made oath on the Holy Evangely of Almighty God, that the aforegoing statement is just and true, to the best of their knowledge and belief.

(Signed) JOHN B. O'DONNELL, J. P.

The undersigned, members of the Finance Committee of the Western Maryland Railroad Company, having examined the foregoing statement, hereby certify that it is correct, to the best of our knowledge and belief.

(Signed) J. K. LONGWELL,
M. WEISENFELD.

APPLICATION No. 1.

BALTIMORE, *October* 13*th*, 1870.

To the Honorable the Mayor and

Commissioners of Finance of the City of Baltimore:

GENTLEMEN:

The undersigned, members of the Committee of Finance of the Western Maryland Railroad Company, respectfully state—

That in compliance with the provisions of "an ordinance to authorize the endorsement or guarantee by the Mayor and City Council of Baltimore, of the mortgage bonds of the Western Maryland Railroad Company, and to provide a sinking fund in connection therewith," they transmitted to the said Mayor and Commissioners of Finance, a paper addressed by the President to the Committee of Finance, embracing a statement sworn to by the proper officers of the Company, in

which it is unmistakably shown that the means of the Western Maryland Railroad Company are ample to complete the said Western Maryland Railroad from the western limits of the City of Baltimore to Williamsport, in Washington county, as required by the provisions of said ordinance;

That the members of the said Finance Committee have executed sufficient bonds to the Mayor and City Council of Baltimore, in the penalty of fifty thousand dollars, conditioned for the faithful application of all the bonds guaranteed by the city, under the provisions of this ordinance;

That having given indubitable evidence in the sworn statement aforesaid, and having presented duly certified copies of contracts entered into by the said Railroad Company, with competent parties, for the construction and completion of the said new and independent line from Owings' Mills to Baltimore, as well as for the completion of the road of said Company from its present western terminus to Williamsport, within a reasonable time;

That having presented satisfactory evidence in the sworn statement heretofore referred to, by the only parties competent to determine the question of having sufficient means to complete said road, which we hereby unhesitatingly certify to, and there being but one point unsettled, the right of way, for which there is abundance of means left, after all the expenditures necessary for the construction and completion of said Western Maryland Railroad, the Committee of Finance hereby make an application to the Mayor and Commissioners of Finance for an amount of Western Maryland Railroad bonds, endorsed by the City of Baltimore, to pay for work done and material used in construction of said road, as per Estimate No. 1 of the Engineer of this Company, and also for an amount of bonds so endorsed to meet the probable expenditures, as per Estimate No. 2, by said Engineer, which estimates are hereto annexed, and which are presented by us, as

the statement showing the items of expenditures in the equipment of the road of said Company, and in the work of the construction of said road, and on what part of the road the bonds or proceeds of the same are to be applied by the Finance Committee.

(Signed) GEORGE M. BOKEE,
President.

Witness:
(Signed) Wm. J. King.

WM. KEYSER,
J. K. LONGWELL,
M. WEISENFELD,
Finance Committee.

Certified copies of contracts, bearing the approval of the City Solicitor, were likewise submitted and ordered to be placed on file, as follows:

With the Abbott Iron Company, dated August 17, 1870, for 4,600 tons iron rails.

With Marshall P. Smith, dated July 27, 1870, for 290,000 pounds spikes and 25,000 sets of fastenings.

With Marshall P. Smith, dated September 9, 1870, for 75,000 button-head spikes.

With M. P. Placide, dated July 30, 1870, for all the bridges between the City of Baltimore and Owings' Mills, and between its present western terminus and Williamsport, and for all the trestle-work required in the middle division, extending from section 8 to section 40, inclusive.

With John Lyons & Co., dated July 26, 1870, for the graduation and masonry of sections 8 to 15, both inclusive, sections 17 and 18, sections 21 to 25, both inclusive, and sections 27 to 40, both inclusive.

With Bridget K. Conway, dated July 24, 1870, for the graduation and masonry of section 16.

With Dougherty & Co., dated July 21, 1870, for the graduation and masonry of sections 19 and 20.

With John Donohue, dated July 26, 1870, for graduation and masonry of section 26.

With James McGuckin & Co., dated July 28, 1870, for the graduation and masonry of that part of the Western Maryland Railroad known as the lower division, extending from Owings' Mills to Baltimore, including sections 1 to 7.

With James McGuckin & Co., dated July 28, 1870, for the graduation and masonry of that part of the Western Maryland Railroad known as the upper division, extending from Hagerstown to Williamsport, and embracing sections 1 to 7, inclusive.

The endorsement of the Solicitor is as follows:

"I have examined the foregoing contract and approve the same."

(Signed) R. D. MORRISON,
City Solicitor.

August 3, 1870.

And then were submitted estimates Nos. 1 and 2 (see appendix,) which were placed on file.

Upon consideration of the premises the Board, being satisfied that the required conditions had been complied with, ordered the delivery of bonds to amount of one hundred thousand dollars.

December 14, 1870. The Board met pursuant to adjournment; the application following was presented:

APPLICATION No. 2.

BALTIMORE, *December 13th*, 1870.

To the Honorable Mayor and
Commissioners of Finance:

GENTLEMEN:

We hereby make application for an amount of Western Maryland Railroad bonds, endorsed by the city of Baltimore

(two hundred thousand dollars,) to pay for work and material used in the construction of said road, as per estimates Nos. 3, 4, 5 and 6 of the Engineer of this company, which estimates are hereto annexed, and which are presented by us as the statement showing the items of expenditure in the equipment of the road of said company, and in the work of construction of the said road, and on what part of the road the bonds or proceeds of the same are to be applied by the Finance Committee.

(Signed) W. KEYSER, *Chairman.*

We, the undersigned members of the Finance Committee of the Western Maryland Railroad Company, do hereby make affidavit that the estimates upon which the within application is based are, to the best our knowledge, correct and true.

(Signed) WM. KEYSER, *Chairman.*
M. WEISENFELD,
J. K. LONGWELL.

Sworn before W. H. HAYWARD, J. P., and certificate attached.

Estimates Nos. 3, 4, 5 and 6, and a detailed statement of disbursements from September 13th to November 30th, 1870, (see appendix,) amounting to $74,304 26, with the vouchers therefor, were presented and ordered to be filed.

It was then ordered that bonds to amount of two hundred thousand dollars be delivered to the Finance Committee of the company, coupons Nos. 1 and 2 to be taken from bonds before delivery.

February 6, 1871.—A communication from the Finance Committee of the Western Maryland Railroad Company was presented, read and ordered to be placed on record, as follows :

APPLICATION No. 3.

Hon. Robert T. Banks,

Messrs. Robt. T. Baldwin and Chas. J. Baker,

Finance Commissioners:

GENTLEMEN:

The undersigned, Finance Committee of the Western Maryland Railroad Company, respectfully make application for a delivery to them of three hundred thousand Western Maryland Railroad guaranteed bonds, the proceeds thereof to be disbursed under the provisions of ordinance No. 11, approved January 26, 1870. And in accordance with requirements of sec. 5 of said ordinance, herewith submit a full statement in writing, under oath, showing for what items of expenditure in the equipment of said road, or in said work of construction of said road, and on what part thereof the said bonds asked for by them, or their proceeds, are to be applied by them, and also proper vouches showing the application of bonds endorsed under the provisions of this ordinance, previously delivered to them.

RECEIPTS.

January 30, 1871.—Proceeds of $295,000 00 bonds sold.....		$258,495 55

EXPENDITURES.

January 28, 1871—Accounts paid as per vouchers,.....	$233,721 41	
Interest, &c.....	2,708 41	
Matured bills unpaid.....	11,920 79	
		248,350 61
		$10,144 94

PROBABLE ESTIMATES.

January 31, 1871.—Estimate No. 6	$25,338 00	
February 28, 1871.—Estimate No. 7	16,426 00	
March 31, 1871.—Estimate No. 8.	184,772 00	
		$226,536 00

(Signed) WM. KEYSER, *Chairman.*
GEO. M.BOKEE, *President.*
M. WEISENFELD.

Sworn before W. H. HAYWARD, J. P., and certificate attached.

And the papers therein referred to were likewise presented to the Board, as follows:

1st. A statement (see Appendix) showing the items and amount of expenditures to January 30th ultimo, with accompanying vouchers for the same, and also a statement (see Appendix) showing the aggregate amount stated to have been received from sales of bonds heretofore delivered to said committee.

2d. Estimates Nos. 6, 7 and 8, (see Appendix.)

The chairman gave notice, that on February 3d, he delivered to Mr. Keyser, $50,000 of bonds of the Western Maryland Railroad Company, taking therefor the following receipt:

BALTIMORE, *February 3d*, 1871.

Received of Hon. Robert T. Banks, fifty thousand dollars of the bonds of the West. Md. Railroad, endorsed by the City of Baltimore, said bonds to be placed in hands of Cashier of National Mechanics' Bank, and they or the proceeds of same, at 90 per cent., to be held subject to the check or order of Hon R. T. Banks, Chairman Finance Commission.

(Signed) WM. KEYSER,
Chairman Finance Committee W. M. R. R.

Upon motion, the Clerk of the Board was instructed as to the accounts, and further action upon the application was deferred.

February 15th, 1871.—The application of the Finance Committee of the Western Maryland Railroad Company, for the issue of $300,000 00 bonds, filed at the previous meeting, being under consideration, the Clerk stated that he "had examined the vouchers and found them correct;" also from the papers filed Feb. 7, it appears the proceeds of sale $295,000 00
bonds, amount to $258,375 55
$5,000 bonds on hand at 90 ..... 4,500 00

$262,875 55
Total payments as per vouchers 233,721 41

Leaving on hand cash $29,154 14

Probable estimates $226,536 00
Matured bills unpaid 11,920 79

$238,456 79
Deduct cash on hand 29,154 14

Leaving $209,302 65
as the amount for which bonds are to be issued.

After consideration of the statement of the Clerk, on motion, it was resolved to issue $200,000 of endorsed bonds, in addition to $50,000 issued February 3d, 1871, the receipt for which is recorded in the proceedings February 6, 1871; and that the funds deposited in the National Mechanics' Bank to the credit of the Chairman of the Commissioners of Finance, as a pledge for this issue of $50,000, be placed to the credit of the Finance Committee of the Western Maryland Railroad Company.

On motion, it was ordered to be entered on the minutes, as the opinion of this Board, that the bonds now to be issued should not be sold at less than 90, with accrued interest, less the customary allowance for commissions.

May 11th, 1871.—The following papers were submitted.

APPLICATION No. 4.

Hon. Robert T. Banks,
Messrs. Robt. T. Baldwin and Chas. J. Baker,
Commissioners of Finance:

GENTLEMEN:

The undersigned Committee of Finance of the Western Maryland Railroad Company, respectfully make application for the delivery to them of one hundred and fifty thousand dollars of the guaranteed bonds of the Western Maryland Railroad Company, the proceeds thereof to be applied for the purpose of the completion of the construction of the said Western Maryland Railroad, as an independent road from the city of Baltimore to Williamsport, and for its equipment, for which purpose alone it is hereby declared the said bonds or their proceeds shall be applied. In compliance with Section 5, Ordinance No. 11, approved January 26th, 1870, they herewith submit "a full statement in writing, under oath, showing for what items of expenditure in the equipment of said road, or in said work of construction of said road, and on what part thereof the said bonds, asked for by them, or their proceeds, are to be applied by them, and also proper vouchers, showing the application of all bonds endorsed, under the provisions of this ordinance, previously delivered to them.

(Signed) WM. KEYSER, *Chairman.*
J. K. LONGWELL,
JOS. F. FRIEDENWALD.

ACCOMPANYING PAPERS.

Estimates Nos. 9 and 10, (see Appendix.)

A statement (see appendix) of sales of bonds, total $550,000 00

" " " of expenditures, with vouchers for same, total..... 457,857 23

These papers were placed on file. On motion it was

Resolved, That the further consideration of this application be postponed until a reply be received to the following letter:

CITY REGISTER'S OFFICE,
Baltimore, May 12th, 1871.

William Keyser, Esq.,
Chairman Finance Committee,
Western Maryland R. R. Company.

I am directed to inquire if the work on the Western Maryland Railroad has reached that stage of progress to enable your engineer to verify the former estimates; or in other words is there sufficient means in the proceeds of the bonds yet to delivered to enable the company to complete the construction and equipment of the road, as contemplated in the ordinance granting aid to the company. It would be gratifying to the Board if this information could be communicated at an early day.

Very respectfully, yours,
(Signed) JOHN A. ROBB,
Clerk to Commissioners of Finance.

May 17th, 1871.—The following letter was received and placed on file:

BALTIMORE, May 15th, 1871.

Hon. Robert T. Banks,
Robt. T. Baldwin, Esq., Chas. J. Baker, Esq.

GENTLEMEN:

Your favor of May 12th is duly to hand, and in compliance with request contained therein, I furnish you herewith the

statement of Mr. Osborne, the chief engineer of the road, which gives the information you desire, with as much accuracy as it is possible at this stage of the work. This statement is made up to April 1st, at which date you will see the surplus funds had been absorbed to the extent of $29,207 72. In expressing an opinion as to the sufficiency of the amount to be derived from the city's endorsement, to complete the whole road as contemplated, we have only the same general data to go upon as when we expressed the opinion in the beginning. So far as the work has progressed, we see no reason to apprehend that the surplus fund (estimated at about 160,000) will not be adequate to meet all the incidental expenses not contemplated in the contracts. The contractors have so far, without exception, complied with their contracts, there having been, as we are informed, in no instance, a deviation from the prices agreed upon. You will see by Mr. Osborne's statement (furnished herewith) that the excess of expenditure owing to short estimate of work to be done did not exceed on the Mechanicstown division 5¾ per cent. Should the same experience be met with on the remainder of the line, there would be little doubt of the funds being fully sufficient. This, however, is not likely to be the case, as some of the mountain sections will exceed this per centage. The question of right of way is an element which enters largely into the calculation which must be made. The President, who has been giving this matter his personal attention, informs us that he feels satisfied, from the results of the condemnations already made, together with settlements which have been effected between the company and the owners of land, that the amount originally estimated will be very nearly sufficient to secure the entire right of way. The company found that in the mountain and Washington county divisions there were a number of claims for right of way still unsettled; some of these parties have been settled with and settlements are now being made with

the remainder. It was also found to be advisable (looking to permanency) to substitute a bridge across Owens' creek, instead of a trestle, as comtemplated originally. This of course absorbs a portion of the surplus.

Whilst we feel some hesitancy in expressing an opinion where there are so many contingencies which may arise to vary the result, we can see no reason to apprehend that we were wrong in our original opinion of the amount provided being sufficient to complete the road as contemplated. As you are aware, the ordinance provides for the completion of the new and independent road from Baltimore to Smithsburg in Washington county before the work beyond that point is proceeded with. This being the case, it will be proper when *that point* is reached to institute an accurate investigation as to cost of completion to Williamsport; and should there be any probability of a deficiency of means, we think that a portion of the amount set aside for equipment could, without detriment to the business of the road, be transferred to construction. In view of such a contingency, this Committee have concurred in the views of the President that it would be judicious to reserve as much of the equipment fund as possible (consistent with the proper working of the road,) to meet such an emergency. This Committee are of the *decided* opinion that the policy of devoting the greatest energy to pushing the Owings' Mills division through to completion is the proper one. Until this is done there can be nothing gained by pushing the work between Mechanicstown and Smithsburg, faster than economy requires.

Trusting that this may convey to you the information desired,

We are, very respectfully, yours,

(Signed) WM. KEYSER,

Chm'n Committee Western Md. R. R. Co.

The Clerk of the Board asked attention to a bill for engineering services, amounting to $14,273 83, presented among vouchers, February 6, 1871, and objected to by this Board. It was ordered that the bill be submitted to the City Counsellor, and his opinion asked as to the propriety of its acceptance as a legal voucher.

It was further ordered that bonds to amount of $50,000 be endorsed and delivered to the Finance Committee, upon Application No. 4.

June 15, 1871.—It was ordered that bonds to amount of $20,000 be endorsed and delivered on account of Application No. 4, for the purpose of meeting a present requirement.

June 20, 1871.—The following opinion of the City Counsellor was read and filed:

"The bonds are to be applied to the "completion of the construction of the road," and to no other purpose except equipment.

Now the completion of the construction can have two meanings—

1st. "That it will embrace only liabilities which were incurred from and after the passage of the ordinance," or

2d. "Those unpaid bills in reference to the construction which were for work and labor bearing on the construction, and which were represented as a part of the cost for the completion and construction." Whether the voucher comes in the 2d category, is a question of fact.

(Signed) WM. HENRY NORRIS,

City Counsellor.

On motion it was "resolved, that a copy of the opinion be submitted to the Finance Committee of the Western Maryland Railroad Company, and that it be requested to furnish

this Board with a statement of the facts with reference to the bill for engineering expenses, heretofore objected to by this Board."

The following letter was presented:

OFFICE WEST. MD. R. R. COMPANY,
Baltimore, May 20, 1871.

Hon. Rob't T. Banks,
Messrs. Rob't T. Baldwin and Chas. J Baker,
Commissioners of Finance.

GENTLEMEN:

In compliance with request, I herewith submit the accompanying estimate of our Chief Engineer, R. B. Osborne, Esq.

Respectfully, &c.,

(Signed) GEORGE M. BOKEE,
Pres't W. M. R. R. Co.

The accompanying papers, being letter of Richard B. Osborne, Esq., Chief Engineer, and statements marked respectively "A," "B," "C" and "D," (see Appendix,) were placed on file.

On motion, it was ordered that bonds to amount of $80,000 be endorsed and delivered to the Finance Committee of the Company, being the balance upon Application No. 4, dated May 11th, 1871.

July 7, 1871.—The papers following were submitted:

BALTIMORE, *June 30th*, 1871.

John A. Robb, Esq., Register.

Dear Sir:—Your favor of June 20th, to President Bokee, has been by him handed to this committee, together with the legal opinion of the City Counsellor, Mr. W. H. Norris. In accordance with your request, I herewith furnish you with a statement of the Treasurer of this Company by which you will see that the amounts returned by this committee as hav-

ing been paid for engineering expenses, etc., are correctly chargeable to the fund provided by the city's endorsements. Should any further evidence be necessary, an examination of the bills themselves will prove conclusively the correctness of this statement. Very respectfully,

(Signed) WM. KEYSER, *Chairman.*

BALTIMORE, *June 24th*, 1871.

Finance Committee West. Md. R. R. Co.:

GENTLEMEN:

The account referred to by Mr. John A. Robb, Clerk of the Finance Committee of Baltimore city ($14,273.83), is a legitimate charge (under the opinion of the City Counsellor) against the fund guaranteed by the city for completing the road. The debt having been incurred entirely for the unfinished portion, in fact, much of it in making full and proper estimates of cost of completion, &c., and was included in the general estimates, as I understand, when the loan was applied for. Mr. D. M. Moore, the former auditor of the company, and acting treasurer, preceding me, stated that $30,000 was estimated for, but as after careful examination I could only make up the amount of $14, 273 83, that amount only was claimed. A much larger amount of debts now paid, and being paid by the company on the unfinished portion of the road, and for which no claim is contemplated by the company, would, under the same opinion, become undoubtedly legitimate charges. Most respectfully,

(Signed) D. PRESTON PARR,
Treasurer W. M. R. R. Co.

On motion, it was resolved that the bill for engineering services, having been incurred prior to the passage of Ordinance No. 11, approved January 26, 1870, is not, in the opinion of this Board, a proper voucher, and "that notice hereof be given to the Finance Committee of the Company."

APPLICATION No. 5.

August 31, 1871.—The following letter, being application No. 5, was presented :

Hon. Robert T. Banks,

Messrs. Robt. T. Baldwin and Chas. J. Baker,

Commissioners of Finance.

GENTLEMEN :

The undersigned, Committee of Finance of the Western Maryland Railroad Company, respectfully make application for the delivery to them of one hundred and fifty thousand dollars of "the guaranteed bonds" of the Western Maryland Railroad Company, the proceeds thereof to be applied for the purpose of the completion of the construction of the said Western Maryland Railroad as an independent road from the city of Baltimore to Williamsport, and for its equipment, for which purpose alone it is hereby declared the said bonds, or their proceeds, shall be applied.

In compliance with section 5, ordinance No. 11, approved January 26, 1870, they herewith submit a full statement in writing, under oath, showing for what items of expenditure in the equipment of said road, or in said work of construction of said road, and on what part thereof the said bonds asked for by them, or their proceeds, are to be applied by them, and also proper vouchers showing the application of all bonds endorsed under the provisions of this ordinance, previously delivered to them.

(Signed) J. K. LONGWELL, *Chairman.*
M. S. HESS,
JOS. FRIEDENWALD.

Baltimore, August 23, 1871.

ACCOMPANYING PAPERS.

Estimates Nos. 11 and 12, (see appendix.)

A statement of expenditures (see appendix,) with vouchers therefor, amounting to a sum total of $615,520 13.

On motion, it was ordered that bonds to amount of $100,000 be endorsed and delivered.

APPLICATION No. 6.

October 5, 1871.—The following letter, being application No. 6, was presented and placed on file:

Hon. Robert T. Banks,

Messrs. Robt. T. Baldwin and Chas. J. Baker,

Commissioners of Finance:

GENTLEMEN:

The undersigned, Committee of Finance of the Western Maryland Railroad Company, respectfully make application for the delivery to them of fifty thousand dollars of "the guaranteed bonds" of the Western Maryland Railroad Company, the proceeds thereof to be applied for the purpose of the completion of the construction of the said Western Maryland Railroad as an independent road from the city of Baltimore to Williamsport, and for its equipment, for which purpose alone it is hereby declared the said bonds, or their proceeds, shall be applied.

In compliance with section 5, ordinance No. 11, approved January 26, 1870, they herewith submit a full statement in writing, under oath, showing for what items of expenditure in the equipment of said road, or in said work of construction of said road, and on what part thereof the said bonds asked for by them, or their proceeds, are to be applied by them, and also proper vouchers showing the application of all bonds endorsed under the provisions of this ordinance previously delivered to them.

(Signed) J. K. LONGWELL, *Chairman.*
JOS. FRIEDENWALD,
M. S. HESS.

Baltimore, September 28th, 1871.

Hon. Robert T. Banks,
Messrs. Robt. T. Baldwin and Chas. J. Baker,
Commissioners of Finance:

GENTLEMEN:

The undersigned, Finance Committee of the Western Maryland Railroad Company, respectfully submit herewith their Engineer's estimate of the graduation and masonry of the revised location of the road, from its track near Owings' Mills to the junction with the Baltimore and Potomac Railroad at Baltimore, and the bridge and the track superstructure necessary to complete the same, showing a total amount needed for that purpose of $243,444 16. Also a statement in detail of the amount awarded by condemnation of jury and otherwise, the expenses incurred, &c., for the entire right of way on Owings' Mills division, excepting for the land owned by John S. Gittings, A. B. Patterson, T. S. Keerl and John Rogers, showing a total needed of $104,406 49. Also amount of sales of bonds and vouches for expenditures to date. Having paid for rails sufficient to lay the track from Baltimore to Smithsburg, and fastenings for the entire road, as well as large quantities of other materials, we are of the opinion that $300,000 of the bonds will be sufficient to insure the completion of the road from Owings' Mills to Baltimore, and respectfully suggest that $100,000 of the bonds, in addition to the $200,000 set apart and reserved by section nine of the ordinance No. 11, approved January 26, 1870, be applied to that portion of the road. It will be observed from examination of statements herewith submitted, that the sale of bonds have not been adequate to our wants, and pressing demands have compelled the borrowing of money at high rates of interest, which might perhaps be avoided if the price was left more at our discretion, so as to allow our broker a latitude to meet the constant fluctuations of the market.

The undersigned respectfully make application for the delivery to them of one hundred thousand of the guaranteed

bonds, the proceeds thereof to be applied in the payment of right of way, and for graduation and masonry on that portion of the road between Owings' Mills and Baltimore.

(Signed) J. K. LONGWELL, *Chairman.*
JOS. FRIEDENWALD,
M. S. HESS.

Baltimore, September 28, 1871.

ACCOMPANING PAPERS.

Estimates Nos. 13 and 14, (see appendix.)
Amount of arbitration, " "
A statenent of sales of bonds, (see appendix.)

The accounts having been examined and reported as unsatisfactory, it was resolved that it is not expedient to make any further deliveries of bonds until the accounts shall be adjusted and placed in a form satisfactory to this Board.

October 11th, 1871.—Application No. 6 being under consideration, the following letter was presented:

BALTIMORE, OCTOBER 4th, 1871.

Robt. T. Baldwin, Esq.

DEAR SIR:

The Finance Committee authorize and respectfully request you to withdraw the claims paid for freight and interest, which they are advised have been objected to by the Commssioners of Finance, and also request that hereafter they may be permitted to explain personly their reasons for the allowance of said claim.

Respectfully, &c.

(Signed) GEORGE M. BOKEE,
Sec'y Finance Committee W. M. R. R. Co.

Whereupon it was ordered, "that bonds to amount of $50,000 be endorsed and delivered.

October 14th, 1871.—The Board met this day pursuant to adjournment.

The communication of the Finance Committee of the Western Maryland Railroad Company, under date of 27th September, in regard to the price at which the endorsed bonds of the Western Maryland Railroad Company should be disposed of, being under consideration, it was resolved to adhere to the opinion expressed February 15th, at a meeting of the Board, viz: "It is the opinion of this Board that the bonds now to be issued should not be sold at less than 90, with accrued interest, less the customary allowance for commission." The Secretary was directed to address a communication to the Finance Committee of the Western Maryland R. R. Co., calling attention to the above resolution, and to Section 9 of Ordinance No. 11, approved January 26, 1870. Also to request them to keep separate accounts of the expenditures of the road from Owings' Mills to Baltimore, to make separate requisitions for that part of the road, and also to a resolution of this Board "that no further issue of bonds be made until the accounts of the road are put in proper form."

October 27, 1871.—The following papers were presented and placed on file:

An estimate of the graduation and masonry of the Owings' Mills division (see Appendix).

A corrected statement of expenditures (see Appendix) to September 26th, 1871, total.....$649,538 70

A statement (see Appendix) of expenditures on Owings' Mills division to September 22nd, 1871, total..... 49,069 53

The accounts being now regarded as in proper form, it was ordered that bonds to amount of $100,000 be endorsed and delivered.

The foregoing record of the action of this Board, under the ordinance granting aid to the Western Maryland Railroad Company, and the accompanying papers, exhibiting the

grounds of that action, are respectfully commended to your consideration, in the belief that thereby is furnished so full information as to render unnecessary the addition of any explanatory remarks.

In the Appendix will be found (attached for convenience of reference) a copy of the ordinance, and a short analysis of those parts referred to in this report.

THE VALLEY RAILROAD COMPANY OF VIRGINIA.

Ordinance No. 59, approved September 14, 1869, authorizes and requires a subscription of one million of dollars to the stock of this company, upon the following conditions:

1st. That the sum of $2,200,000 shall have been validly subscribed, either by counties and towns in the Valley of Virginia, or by persons or corporations solvent and able to pay the amount of their respective subscriptions.

2d. That thirty per cent. of the amount of every subscription which shall be made to said stock by individuals and corporations other than said counties, shall have been paid in cash to said company.

3d. That at least one million of dollars (of the $2,200 000) shall have been subscribed by the counties and towns in the Valley of Virginia, or by corporations or persons resident therein, and solvent and able to pay the amount of their respective subscriptions.

During the period now being reported upon, the President and Directors of the Company have made informal and personal applications to this Board, for the purpose of obtaining from it preliminary determinations of questions relating to those subscriptions which had been obtained (in compliance with one of the required conditions) from counties, towns and individuals in the Valley of Virginia.

These preliminary determinations were made necessary by the fact that a proposed subsrciption of the Baltimore and

Ohio Railroad Company, (contemplated as a part of the $2,200,000,) was made dependent upon that of the city, the President and Directors of that Company having adopted a resolution submitted to this Board, in form following:

"Resolved, that the President be authorized to subscribe one million dollars ($1,000,000) to the capital stock of the Valley Railroad Company of Virginia, upon the conditions that satisfactory arrangements are made for the prosecution of the work, and that the said subscription shall not take effect until the subscription of the City of Baltimore for one million of dollars ($1,000,000) becomes operative.

The subscriptions of counties and towns were reported as being made to amount of eleven hundred and five thousand dollars, ($1,105,000.) those of individuals to ninety-five thousand dollars, ($95,000.)

Questions as to the validity of the subscriptions, and as to the solvency and ability to pay of the individual subscribers, were to be determined.

Information as to the pecuniary ability of the individual subscribers, being satisfactory, the Board was enabled to determini that question affirmatively.

The question of validity of subscriptions involved inquiries as to the legal powers possessed by counties and towns, the authority of the persons subscibing in their names, and the character of the subscriptions; for which a knowledge of legislation and of judical decisions in Virginia was requisite, and this made necessary, as the Board was informed by the City Counsellor, the services and opinion of a competent member of the bar of that State. Accordingly, the legal opinion of the Honorable Hugh W. Sheffey was obtained, and after submission to the City Counsellor, and receiving his approval and endorsement, was presented to this Board.

That which follows is a record of the proceedings of the Board, and is respectfully submitted for your information.

At a meeting of the Commissioners of Finance, October 31st, 1871, the following papers were submitted and ordered to be entered on the minutes:

"*Application of the Valley Railroad Company of Virginia,*" *for subscription of stock*, $1,000,000.

At a meeting of the Board of Directors of the Valley Railroad Company, held in the City of Baltimore, September 8th, 1871, it was

Ordered by the Board of Directors of the Valley Railroad Company, that Messrs. Rob't Garret, Prest., P P. Pendleton, Richard Norris, Jr., William Keyser and Hugh W. Sheffey, be, and they are hereby, appointed a committee, whose duty it shall be to apply to the Commissioners of Finance of the City of Baltimore, to make and complete the subscription to the stock of this company, of one million of dollars, in pursuance of an ordinance, entitled "An ordinance to authorize a subscription of one million of dollars to the stock of the Valley Railroad Company, in the State of Virginia, and a loan to pay such subscription," approved by the Mayor of the City of Baltimore, on the 14th of September, 1869, and ratified and approved by a majority of the votes cast at an election in said city, held on the 24th day of March, 1870, and that said committee be instructed to inform said Commissioners of Finance that the conditions prescribed in said ordinance, as conditions precedent to the making of said subscription by the said Commissioners of Finance, have been complied with, as follows, to wit:

That the sum of two million two hundred thousand dollars has been validly subscribed to the stock of this company by the counties and towns in the Valley of Virginia, and by persons and corporations solvent and able to pay the amounts of their respective subscriptions in manner following, that is to say:

By the county of Roanoke the sum of two hundred thousand dollars.

By the county of Botetourt the sum of two hundred thousand dollars.

By the county of Rockbridge the sum of five hundred and twenty-five thousand dollars.

By the town of Lexington the sum of thirty thousand dollars.

By the city of Staunton the sum of one hundred and fifty thousand dollars.

Making in the aggregate the sum of one million one hundred and five thousand dollars subscribed by the counties and towns in the valley of Virginia.

By McMahon, Green & Co., citizens and residents of the Valley of Virginia, seventy-five thousand dollars; and by Robert Garrett twenty thousand dollars; and by the Baltimore and Ohio Railroad Company one million of dollars; making together as aforesaid two millions two hundred thousand dollars, of which amount a sum greater than that prescribed in said ordinance had been subscribed by the counties, towns and residents in the Valley of Virginia. Furthermore, that thirty per cent. of the amount subscribed by the towns of Staunton and Lexington, by McMahon, Green & Co., and Robert Garrett, and by the Baltimore and Ohio Railroad Company, has been paid to the Treasurer of this company, and is held to the credit of this company; and that so soon as the subscription of the city of Baltimore is perfected, this company will be prepared to begin and carry on to completion the great work for which the company was organized, to wit: the construction of a railroad from the town of Harrisonburg, in the county of Rockingham, to some point on the Virginia and Tennessee Railroad, at Salem, in the county of Roanoke.

2d. That the President of the company furnish the Commissioners of Finance of the city of Baltimore with copies of the subscriptions, in writing, made by the counties and towns in the Valley of Virginia, of the ordinances authorizing the same, and of the orders of stockholders and of the Board, accepting said subscriptions; and that he likewise exhibit to said Commissioners vouchers duly signed by the Treasurer of this company, showing the payments of thirty per cent. of the stock subscribed by the stockholders, required by the ordinance of the city of Baltimore, to make such advance payment before the making of the subscription by the city of Baltimore.

(Signed) ROBERT GARRETT, *Pres't.*

ACCOMPANYING PAPERS.

Extracts from the Minutes of Proceedings of the Stock holders and Board of Directors of the company. Duly certified—

Copies of the ordinance of the Supervisors, and in pursuance thereof the subscription of Roanoke county, Va.

Copies of the order of the County Court, and in pursuance thereof the subscription of Botetourt county, Va.

Copies of the orders of the County Court, and in pursuance thereof the subscriptions of Rockbridge county, Va.

Copies of the ordinance of the Town Council, and in pursuance thereof the subscription of the town of Lexington, Va.

Copies of the ordinances of the City Council, and in pursuance thereof the subscription of the city of Staunton, Va.

"*A Certificate of the Treasurer of the Valley Railroad Company of Virginia* (COPY.)

"I hereby certify that there has been paid to me, as Treasurer of the Valley Railroad Company, the sum of $382,500, being 30 per cent. in cash paid upon the subscriptions to the

stock of said Valley Railroad Company, by corporations and individuals other than the counties in the Valley of Virginia, to wit: $45,000 from the city of Staunton, $9,000 from the town of Lexington, $22,500 from McMahon, Green & Co., $6,000 from Robert Garrett, and $300,000 from the Baltimore and Ohio Railroad Company. And I further certify that said sum of $382,500 is in my hands as Treasurer.

Given under my hand this 28th day of October, 1871.

(Signed) W. H. IJAMS, *Treasurer.*

LEGAL OPINIONS.

BALTIMORE, *October* 23*d*, 1871.

WM. H. NORRIS, ESQ.

Dear Sir:—I have carefully examined all the orders of Court and of the Boards of Supervisors, and the instruments evidencing the subscriptions by the agents of the counties of Roanoke, Botetourt and Rockbridge, and of the town of Lexington, and the city of Staunton, and I do certify that in my opinion the various subscriptions have been validly made under and in pursuance of the laws of the Commonwealth of Virginia, to wit: the sum of $200,000 by the county of Roanoke; $200,000 by the county of Botetourt; $525,000 by the county of Rockbridge; $30,000 by the town of Lexington; and $150,000 by the city of Staunton. You will find an instrument executed by Thos. G. Godwin, as President of the Board of Supervisors of Botetourt, and as agent of said Board, ratifying and confirming the former subscription by Jno. T. Anderson and Thos. D. Houston, his agents, and out of abundant caution, renewing said subscription in proper form. You will also find the Court order of the County Court of Botetourt county, and also the Court order of the County Court of Rockbridge county, showing conformity with the law in respect to the subscriptions of those counties, which were not with the papers when they were formerly

exhibited. You will also find herewith the receipt of W. H. Ijams, Esq., the Treasurer of the Valley Railroad Company for the full amount of the 30 per cent. in cash upon the subscriptions made by corporations and individuals, other than the counties in the Valley of Virginia. I trust you will be able to certify that the subscriptions to the full amount required by the ordinance of the City of Baltimore, have been validly made, so as to entitle the Valley Railroad Company to ask the Commissioners of Finance to make the subscription of one million of dollars, as provided for by the ordidinance of the City of Baltimore.

(Signed) HUGH W. SHEFFEY.

ENDORSEMENT.

I have notified the Commissioners of Finance that, from unacquaintance with the laws of Virginia, and the charters of the subscribing towns, counties and cities, and other corporations in the Valley, I was not competent to give any opinion as to the validity of the subscriptions. But this opinion has above been given by Judge Sheffey, and there is every reason to authorize the Commissioners of Finance to confide in his competency and integrity. The certificate as to the payment of the 30 per cent., seems also proper, and the solvency of the subscribing parties is a question of fact for the judgment of the Commissioners of Finance. These things being settled, the case arises under the ordinance for the subscription by the City of Baltimore on the part of the Commissioners of Finance.

(Signed) WM. HENRY NORRIS,
City Counsellor.

To the Hon. the Commissioners of Finance
of the City of Baltimore.

GENTLEMEN:

I have examined the form of subscription to the capital stock of the Valley Railroad Company, in the State of Virginia, which has been proposed for your signatures, as required by the ordinance, approved September 14, 1869, and find the same to be in all respects correct.

(Signed) R. D. MORRISON,
Baltimore, Oct. 31, 1871. *City Solicitor.*

Whereupon the Commissioners of Finance did subscribe to the stock of the Valley Railroad Company, as follows, viz: "The Mayor and City Council of Baltimore, by the Commissioners of Finance of the said city, do, in pursuance of, and under and subject to all the terms and provisions of an ordinance authorizing a subscription of one million of dollars to the stock of the said Valley Railroad Company, which said ordinance was approved on the 14th day of September, 1869, subscribe for ten thousand shares of the stock of the said Valley Railroad Company."

In witness whereof, we do make the said subscription for and in the name of the Mayor and City Council of Baltimore.

THE MAYOR AND CITY COUNCIL OF BALTIMORE, &c. &c.

Your attention is respectfully directed to a copy of the ordinance authorizing the foregoing subscription, which is placed for your convenience in the Appendix.

The undersigned are unwilling to close this report without an expression of their estimate of the value to them, in the performance of their duties, of the intelligent, efficient, and faithful services of the gentlemen in the office of the Register of the city, upon whom they have been obliged to impose an unusual amount of clerical labor during the current period.

They acknowledge their obligations for prompt and polite attention always given to their requests, and especially to the Register and Deputy Register for accuracy and neatness in the books and accounts of the Board.

Respectfully submitted,

JOSHUA VANSANT, *Chm'n*,
CHARLES J. BAKER,
ROBERT T. BALDWIN,
Commissioners of Finance

STATEMENTS.

STATEMENT

DR. *The Commissioners of Finance in account with*

To balance of cash in bank, Jan. 1, 1871, being amount due sinking fund.....		$11,321 04
To General Sinking Fund—		
Received for fractions of stock sold.....	$1,150 95	
Received from Rents.....	14,594 98	
Received from W. H. Thomas on account of mortgage....	6,000 00	
Received from interest on stock.....	182,362 07	
Received from City Register, interest on loan.....	9,600 00	
Received from City Register,	22 59	
		213,730 59
To Northwestern Virginia Sinking Fund—		
Received for interest on stock	$50,810 05	
Received for $4,000 city 6 per cent. stock.....	4,000 00	
		4,810 05
To Co House Sinking Fund—		
Received for interest on stock,	$5,938 51	
Received of Mayor and City Council for tax levy.....	25 09	
		5,963 60
To Water No. 1 Sinking Fund—		
Received for interest on stock,	$4,473 68	
Received of Mayor and City Council for tax levy.....	3,759 56	
		8,233 24
Amount forward.....		$294,058 52

No. 1.

the Mayor and City Council of Baltimore, CR.

By General Sinking Fund—		
Purchased fractions of city stock	$1,899 58	
Purchased $231,298 45 of city 6 per cent. stock	225,592 81	
Purchased $51,994 48 of city 5 per cent. stock	42,585 75	
Purchased $8,500 of W. Md. R. R. guaranteed bonds	7,811 25	
Purchased $500 of Union R. R. guaranteed bonds	456 25	
Charges	320 75	
Paid City Register for overdue Union R. R. coupons,	360 00	
		$279,026 39
By Northwestern Va. R. R. Sinking Fund—		
Purchased $23,500 N. West. Va. R. R. guaranteed bonds	23,150 00	
Paid interest on N. West. Va. R. R. guaranteed bonds	43,044 00	
		66,194 00
Amount forward		$345,220 39

STATEMENT

DR. *The Commissioners of Finance in account with*

To amount brought forward		$294,058 52
To Water No. 2 Sinking Fund—		
Received for interest on stock	$9,706 89	
Received of Mayor and City Council for tax levy	22,557 59	
		32,264 48
To New City Hall Sinking Fund—		
Received for interest on stock	$4,095 48	
Received of Mayor and City Council for tax levy	35,850 69	
		39,946 17
To Jail Stock Sinking Fund—		
Received for interest on stock	$15,448 30	
Received of Mayor and City Council for tax levy, Feb. 1870	2 70	
		15,451 00
To Floating Debt and Defence Loan Sinking Fund—		
Received for interest on stock	$3,863 18	
Received of Mayor and City Council for tax levy	19	
		3,863 37
To Park Improvement Sinking Fund—		
Received for interest on stock		1,797 24
To One Million Loan Sinking Fund—		
Received for interest on stock		1,635 99
To Public Park Sinking Fund—		
Received for interest on stock		3,814 74
Amount forward		$392,831 51

No. 1—Continued.

the Mayor and City Council of Baltimore. CR.

By amount brought forward.....	$345,220 39
By Floating Debt and Defense Loan Sinking Fund—	
Purchased $1,500 of city 6 per cent. stock.....	1,502 50
By Court House Sinking Fund—	
Purchased $7,100 of city 5 per cent. stock.....	5,789 75
By One Million Loan Sinking Fund—	
Purchased $4,500 of city 6 per cent. stock.....	4,463 13
By Public Park Sinking Fund—	
Purchased $18,300 of city 6 per cent. stock.....	18,030 75
By Water No. 2 Sinking Fund—	
Purchased $103,954 18 of city 6 per cent. stock.....	101,583 31
By Park Improvement Sinking Fund—	
Purchased $3,000 of city 6 per cent. stock.....	2,967 50
Amount forward.....	$479,557 33

STATEMENT

DR. *The Commissioners of Finance in account with*

To amount brought forward.....	$392,831 51
To Almshouse Sinking Fund—	
Received for interest on stock	373 46
To Consolidated Loan 1893 *Sinking Fund—*	
Received for interest on stock	2,357 34
To Union Railroad Company—	
Received for interest paid on bonds.....	940 50
To City Register—	
Received for loan of December 31st, 1870.....	240,000 00
	$636,502 81

No. 1—Concluded.

the Mayor and City Council of Baltimore. CR.

By amount brought forward.....	$479,557 33
By Water No. 1 Sinking Fund—	
Purchased $15,892 of city 6 per cent. stock	15,863 25
By Consolidated Loan 1893 Sinking Fund—	
Purchased $2,000 of city 6 per cent. stock.....	1,935 00
By New City Hall Sinking Fund—	
Purchased $73,500 of city 6 per cent. stock.....	71,028 50
By balance cash in bank.....	68,118 73
	$636,502 81

STATEMENT No. 2.

"The Commissioners of Finance shall invest in city stock all moneys in their hands, or to their credit in bank, received for the sale or rent of city property pledged for the redemption of the public debt; and shall also invest all moneys that may hereafter be received from the above mentioned sources, as well as all interest accruing thereon from time to time, and report to the City Council the amount purchased, and the dates and prices at which they were purchased."—Article XLII, Baltimore City Code, Section 13.

Date—1871	Sinking Fund.	Am'nt Purchased.	Description of Stock.	Amount Paid.
Jan'y 10	General Sinking Fund.....	100 00	Consolidated Loan, 1890.....	$ 92 87
11	" " "	100 00	" " 1893.....	93 00
12	N. W. Virginia Sinking Fund.....	2,000 00	N. W. Va. Guaranteed Bonds.	1,925 00
20	General Sinking Fund.....	2,800 00	Water Stock, 1875	2,667 00
20	" " "	1,300 00	City Hall Stock, 1884.....	1,225 25
20	" " "	500 00	W.Md.R.R. Guaranteed Bond	436 25
21	" " "	2,400 00	Consolidated Loan, 1890	2,286 00
	City Hall Sinking Fund.....	1,000 00	City Hall Stock, 1884.....	942 50
23	General Sinking Fund.....	3,800 00	Consolidated Loan, 1890.....	3,619 50
23	" " "	200 00	" " "	194 50
23	" " "	1,800 00	Exempt Loan, 1893.....	1,750 50
23	" " "	100 00	Loan of 1900.....	94 25
23	Water No. 1 Sinking Fund.....	200 00	Water Stock, 1875..	190 50
23	General Sinking Fund	800 00	Consolidated Loan, 1890	764 00
24	" " "	1,400 00	Loan, 1900.....	1,319 50
24	" " "	400 00	Consol'd 5 per cent. Loan, 1885	321 50
24	Water No 2 Sinking Fund.....	1,000 00	Water Stock, 1875.....	952 50

Jan'y 25	General Sinking Fund.....	1,600 00	Consolidated Loan, 1890.	1,528 00	
	" " "	25,000 00	Loan of 1900.....	23,562 50	
	" " "	2,000 00	" " "	1,905 00	
	" " "	3,300 00	Five Million Loan, 1890.....	3,147 38	
	Water No. 1 Sinking Fund.....	100 00	Water Stock, 1875	95 25	
	N. W. Virginia Sinking Fund...	1,000 00	N. W. Va. Guaranteed Bond.	962 50	
26	General Sinking Fund.....	8,400 00	Consolidated Loan, 1890.....	8,022 00	
	" " "	400 00	Five Million Loan, 1890.....	382 00	
27	" " "	2,200 00	One Million Loan, 1886.....	2,095 50	
	" " "	1,600 00	Consolidated Loan, 1890.....	1,528 00	
	" " "	100 00	Five Million Loan, 1890.....	95 50	
	City Hall Sinking Fund.....	1,000 00	City Hall Stock, 1884.....	952 50	
	General Sinking Fund.....	1,000 00	One Million Loan, 1886.....	952 50	
28	" " "	3,000 00	" " " "	2,865 00	
	" " "	100 00	Consolidated Loan, 1890.....	96 50	
	" " "	480 80	Five Million Loan, 1890.....	463 36	
	" " "	900 00	" " " "	868 50	
28	Water No. 2 Sinking Fund.....	400 00	Water Stock, 1875.....	385 00	
30	General Sinking Fund.....	4,400 00	Consolidated Loan, 1890.....	4,246 00	
30	" " "	1,400 00	Five Million Loan, 1890.....	1,351 00	
30	" " "	1,000 00	Loan of 1900.....	952 50	
31	" " "	3,000 00	Five Million Loan, 1890.....	2,895 00	
31	" " "	1,000 00	Consolidated Loan, 1890.....	965 00	
31	" " "	15,000 00	City Hall Stock, 1884.....	14,400 00	
	Amount carried forward	$98,280 80	Amount carried forward....	$93,590 61	

STATEMENT No. 2.—Continued.

DATE.	SINKING FUND.	AM'NT PURCHASED.	DESCRIPTION OF STOCK.	AMOUNT PAID.
1871.	Amount brought forward....	$98,280 80	Amount brought forward...	$93,590 61
Jan'y 31	City Hall Sinking Fund.....	35,000 00	City Hall Stock, 1884.....	33,600 00
Feb'y 1	General Sinking Fund.....	500 00	Consol'd 5 per cent. Loan, 1885	411 25
3	" " "	6,305 00	" " " " "	5,185 85
	City Hall Sinking Fund.....	1,000 00	City Hall Stock, 1884.....	962 50
6	Water No. 2 Sinking Fund.....	9,100 00	Water Stock, 1875.....	8,781 50
	General Sinking Fund.....	2,600 00	Consolidated Loan, 1890.....	2,502 50
	" " "	500 00	Consol'd 5 per cent. Loan 1885	406 25
	City Hall Sinking Fund.....	11,200 00	City Hall Stock, 1884.....	10,780 00
	Water No. 2 Sinking Fund.....	2,900 00	" " "	2,791 25
	" " " "	2,100 00	Five Million Loan, 1890.....	2,021 25
9	General Sinking Fund.....	7,300 00	Consol'd 5 per cent. Loan, 1885	6,004 25
	Court House Sinking Fund.....	4,100 00	" " " " "	3,372 25
	N. W. Virginia Sinking Fund...	1,000 00	N. W. Va. Guaranteed Bond.	967 50
11	Water No. 2 Sinking Fund.....	500 00	City Hall Stock, 1884.....	479 38
	" " " "	1,100 00	Consolidated Loan, 1890.....	1,058 75
16	" " " "	2,900 00	Loan of 1900.....	2,791 25
	" " " "	200 00	City Hall Stock, 1884.....	192 50
20	N. W. Virginia Sinking Fund...	2,000 00	N. W. Va. Guaranteed Bonds	1,945 00
32	Water No. 2 Sinking Fund.....	1,400 00	Water Stock, 1875.....	1,365 00
	" " " "	400 00	Five Million Loan, 1890.....	389 00

Feb'y 24	N. W. Virginia Sinking Fund...	1,000 00	N. W. Va. Guaranteed Bond.	972 50	
	Water No. 2 Sinking Fund.....	1,000 00	Consolidated Loan, 1890.	971 25	
27	" " " "	300 00	One Million Loan, 1886.....	288 75	
	" " " "	100 00	Loan of 1900.....	96 25	
March 2	" " " "	1,400 00	One Million Loan, 1886.....	1,351 00	
6	" " " "	1,500 00	Loan of 1900.....	1,443 75	
7	Water No. 2 Sinking Fund.....	200 00	Loan of 1900.....	192 50	
17	" " " "	885 16	Consolidated Loan 1890.....	843 12	
	" " " "	200 00	One Million Loan 1886.....	192 50	
18	" " " "	732 00	Park Improvement 1895.....	697 23	
22	General Sinking Fund.....	2,600 00	Consol'd 5 per cent. Loan 1885	2,106 00	
25	Court House "	2,000 00	Court House 5 per cent. Stock	1,625 00	
April 6	General "	5,300 00	Consol'd 5 per cent. Loan 1885	4,253 25	
12	City Hall "	1,900 00	City Hall Stock 1884.....	1,809 75	
	Water No. 2 "	100 00	Water Stock 1875.....	95 25	
	Public Park "	200 00	Public Park Stock 1890.....	189 50	
19	General "	2,600 00	One Million Loan 1886.....	2,515 50	
	" "	900 00	" " "	873 00	
20	City Hall "	5,000 00	City Hall Stock 1884.....	4,775 00	
24	General "	1,000 00	Loan of 1900.....	953 75	
	" "	500 00	Exempt Loan 1893.....	488 75	
	N. West. Va. "	500 00	N. W. Va. Guaranteed Bond.	488 75	
25	Water No. 2 "	2,000 00	Loan of 1900.....	1,910 00	
	General "	200 00	Consol'd 5 per cent. Loan 1885	160 50	
	Amount carried ford	$222,502 96	Amount carried forward...	$208,890 69	

STATEMENT No. 2.—Continued.

Date.	Sinking Fund.	Am'nt Purchased.	Description of Stock.	Amount Paid.
1871	Amount brought forward....	$222,502 96	Amount brought forward...	$208,890 69
April 26	Water No. 2 sink. f'nd.....	6,000 00	Loan of 1900.....	5,730 00
	City Hall "	1,500 00	City Hall Stock 1884.....	1,432 50
27	General "	5,000 00	West. Md. Guaranteed Bonds	4,587 50
28	" "	500 00	" " "	460 00
May 2	Water No. 2 "	6,800 00	Loan of 1900.....	6,562 00
	Con. Loan 1893 "	2,000 00	Consolidated Loan 1893.....	1,935 00
3	Water No. 2 "	7,000 00	Water Stock 1875	6,842 50
4	" " "	100 00	" "	97 75
	General "	800 00	Consolidated Loan 1890.....	782 00
	" "	200 00	Five Million Loan 1890.....	195 50
	" "	100 00	" " "	97 50
	One Million "	1,500 00	One Million Loan 1886	1,473 75
5	Water No. 2 "	2,400 00	" " "	2,358 00
	General "	800 00	Exempt Loan 1893.....	790 00
	Water No. 2 "	300 00	Water Stock 1875.....	293 25
5	Water No. 2 Sinking Fund.....	800 00	Loan of 1900	778 00
6	" " "	600 00	Water Stock 1875.....	588 00
	General "	4,700 00	Consolidated Loan 1890.....	4,594 25
	" "	2,400 00	Five Million Loan 1890.....	2,346 00
	Water No. 2 "	800 00	Loan of 1900...	778 00

May	6	Public Park Sinking Fund.....		2,700 00	Public Park Stock 1890.....	2,652	75
	8	General "		2,900 00	Five Million Loan 1890.....	2,834	75
		" "		7,100 00	Consolidated Loan 1890.....	6,940	25
	9	" "		3,075 00	Five Million Loan 1890... ...	3,005	80
		" "		606 72	Consolidated Loan 1890.....	593	07
		Water No. 2 "		2,000 00	Water Stock 1875.....	1,945	00
		" " "		6,200 00	" "	6,060	50
	10	General "		1,000 00	Loan of 1900.....	972	50
		" "		100 00	Five Million Loan 1890.....	97	75
		Public Park "		8,800 00	Public Park Stock 1890.....	8,646	00
		Water No. 2 "		3,000 00	Water Stock 1875.....	2,932	50
	11	General "		2,000 00	Consolidated Loan 1890.....	1,955	00
		" "		1,300 00	Five Million Loan 1890.....	1,270	75
	12	" "		6,200 00	Consolidated Loan 1890.....	6,060	50
		Water No. 2 "		2,400 00	Water Stock 1875.....	2,346	00
	13	General "		500 00	Five Million Loan 1890.....	488	75
		" "		400 00	Consolidated Loan 1890... ...	391	00
		Water No. 2 "		300 00	Water Stock 1875.....	293	25
	15	" " "		5,500 00	One Million Loan 1886.....	5,458	75
	16	" " "		1,000 00	Water Stock 1875.....	982	50
		" " "		500 00	" "	490	00
	19	City Hall "		1,100 00	City Hall Stock 1884.....	1,086	25
	22	N. West. Va. "		1,000 00	N. W. Va. Guaranteed Bonds	987	50
	26	City Hall "		9,800 00	City Hall Stock 1884.....	9,751	00
		Amount carried forward.....		$336,284 68	Amount carried forward....	$319,854	31

STATEMENT No. 2.—Continued.

Date.	Sinking Fund.	Am'nt Purchased.	Description of Stock.	Amount Paid.
1871	Amount brought forward.....	$336,284 68	Amount brought forward...	$319,854 31
May 26	Water No. 2 Sinking fund.....	700 00	Water Stock 1875.....	694 75
	General "	200 00	Consolidated Loan 1890.....	199 50
	" "	1,700 00	Five Million Loan 1890.....	1,695 75
	" "	100 00	Consolidated Loan 1893.....	98 25
	General Sinking Fund.....	1,500 00	W. Md. Guaranteed Bond...	1,395 00
	Water No. 2 "	1,300 00	Water Stock 1875.....	1,293 50
	One Million "	500 00	One Million Loan.....	501 25
27	Water No. 2 "	1,000 00	Water Stock 1875.....	992 50
30	General "	1,200 00	Consolidated Loan 1890.....	1,197 00
	City Hall "	1,200 00	City Hall Stock 1884.....	1,194 00
31	General "	1,200 00	Consolidated Loan 1890.....	1,194 00
	" "	5,600 00	Five Million Loan 1890.....	5,572 00
	Water No. 2 "	2,000 00	Water Stock 1875.....	1,985 00
June 1	General "	2,700 00	Five Million Loan 1890.....	2,693 25
	One Million "	1,500 00	One Million Loan.....	1,503 75
2	General "	4,000 00	Consolidated Loan 1890.....	3,980 00
	" "	1,000 00	" " "	996 25
3	Water No. 2 "	600 00	Water Stock 1875.....	595 50
6	" " "	1,739 08	" " "	1,730 38
	" " "	600 00	" " "	597 00

June	6	General Sinking Fund	$300 00	Five Million Loan 1890	$300 38
		" "	200 00	Consolidated Loan 1890	200 25
		" "	2,000 00	Loan of 1900	1,995 00
	7	" "	1,000 00	One Million Loan 1886	1,007 50
		" "	1,000 00	" " " "	1,008 75
		" "	2,693 32	" " " "	2,706 80
		" "	800 00	Exempt Loan 1893	804 00
		Water No. 1 "	1,300 00	Water Stock 1875	1,293 50
	8	North W. Va. "	1,000 00	N. W. Va. Guaranteed Bond.	1,000 00
		" " "	1,000 00	" " " "	998 75
	9	General "	1,000 00	W. Md. " "	932 50
	10	Water No. 1 "	500 00	Water Stock 1875	497 50
		" " "	1,100 00	Loan of 1900	1,094 50
	13	General "	1,700 00	Five Million Loan	1,674 50
		" "	1,200 00	Consolidated Loan 1890	1,182 00
	14	" "	3,000 00	Five Million Loan 1890	2,955 00
	20	Water No. 2 "	800 00	Water Stock 1875	796 00
June	28	Public Park Sinking Fund	4,000 00	Public Park Stock 1890	3,950 00
	29	General Sinking Fund	1,000 00	Five Million Loan 1890	987 50
		" "	1,500 00	" " " "	1,481 25
	30	Water No. 2 "	1,000 00	Water Stock 1875	995 00
		General "	900 00	Consolidated Loan 1890	888 75
		" "	1,100 00	Five Million " "	1,086 25
July	5	Water No. 2 "	350 00	Water Stock 1875	348 25
		Amount carried forward	$397,067 08	Amount carried forward	$380,146 87

STATEMENT No. 2—Continued.

Date	Sinking Fund.	Am'nt Purchased	Description of Stock.	Amount Paid.
1871	Amount brought forward....	$397,067 08	Amount brought forward...	$380,146 87
July 6	General Sinking Fund.....	5,000 00	Exempt Loan 1893.....	5,012 50
7	" "	10,597 92	Consol'd 5 per cent. Loan 1885	8,716 63
	" "	3,443 94	Five Million Loan 1890.....	3,400 89
	" "	100 00	Consolidated Loan 1890.....	98 75
10	" "	3,821 36	" " "	3,768 80
11	" "	1,000 00	" " "	987 50
	" "	100 00	Five Million " "	98 75
	Water No. 2 "	347 94	Water Stock 1875.....	346 20
12	General "	3,300 00	Consol'd 5 per cent. Loan 1885	2,714 25
14	" "	200 00	" " " " "	164 50
	Water No 2 "	400 00	Water Stock 1875.....	399 00
15	General "	2,326 85	Consolidated Loan 1890.....	2,297 76
	N. West. Va. "	3,000 00	N. W. Va. Guaranteed Bonds.	2,962 50
17	City Hall "	3,000 00	City Hall Stock 1884.....	2,955 00
	" " "	500 00	" " " "	491 25
20	One Million "	500 00	One Million Loan 1886	492 50
21	General "	3,500 00	Consol'd 5 per cent. Loan 1885	2,878 75
	" "	100 00	Consolidated Loan 1890.....	98 75
	Park Improvement Sinking Fund.	1,000 00	Park Improvement 1895.....	982 50
22	One Million Sinking Fund.....	500 00	One Million Loan 1886.....	491 88

July	24	Water No 2 Sink. F'd.....	200 00	Water Stock 1875.....	199	50
		General "	500 00	U. R. R. Guaranteed Bond....	456	25
	25	" "	1,475 46	Consolidated Loan 1890.....	1,457	01
		" "	100 00	Five Million Loan 1890.....	98	75
		" "	2,000 00	One Million Loan 1886.....	1,965	00
	27	N. West. Va. "	1,000 00	N. W. Va. Guaranteed Bond.	987	50
July	28	General Sinking Fund.....	1,000 00	Consolidated Loan,1890.....	987	50
	31	N. W. Virginia Sinking Fund...	2,000 00	N. W. Va. Guaranteed Bonds	1,975	00
Aug.	1	Water No. 2 Sinking Fund.....	1,700 00	One Million Loan, 1886.....	1,678	75
		City Hall Sinking Fund.....	300 00	City Hall Stock, 1884.....	296	25
	2	Water No. 2 Sinking Fund.....	1,300 00	Water Stock, 1875.....	1,296	75
	5	" " " "	900 00	" " "	897	75
	7	Park Improvement Sinking Fund	2,000 00	Park Improvement 1895.....	1,985	00
		General Sinking Fund.....	375 00	Consolidated Loan, 1890.....	372	19
	8	" " "	10,300 00	Five Million Loan, 1890.....	10,222	75
		" " "	2,500 00	Consolidated Loan, 1890.....	2,481	25
		Water No. 2 Sinking Fund.....	600 00	Water Stock,1875.....	598	50
	10	Water No. 1 Sinking Fund.....	12,692 00	" " "	12,692	00
	12	General Sinking Fund.....	1,000 00	Consolidated Loan, 1890.....	1,002	50
		" " "	400 00	" " "	400	50
	14	" " "	2,300 00	Loan of 1900.....	2,305	75
	16	F. Debt & Defense Sinking Fund	1,000 00	Consolidated Loan, 1890.....	1,002	50
	19	" " "	500 00	Five Million Loan, 1890.....	500	00
	21	Water No. 2 Sinking Fund.....	9,000 00	" " " "	9,000	00
		Amount carried forward.....	$494,947 55	Amount carried forward...	$474,364	48

STATEMENT No. 2.—Concluded.

DATE.	SINKING FUND.	AM'NT PURCHASED	DESCRIPTION OF STOCK.	AMOUNT PAID.
1871	Amount brought forward....	$494,947 55	Amount brought forward...	$474,364 48
July 21	Water No. 2 Sinking Fund.....	2,300 00	Water stock 1875.....	2 311 50
	N. W. Virginia Sinking Fund...	4,000 00	N. W.Va. Guaranteed Bond.	4,000 00
Aug. 30	Public Park " " ...	1 000 00	Loan of 1900...	997 50
	" " " " ...	1,000 00	One Million Loan, 1886.....	997 50
Sept 1	General Sinking Fund.....	8,591 56	Consol'd 5 per cent. Loan,1885	7,109 52
2	Public Park Sinking Fund	400 00	Consolidated Loan, 1890	399 00
	" " " " ...	200 00	Loan of 1900.....	198 50
6	Water No 2 Sinking Fund.....	1,000 00	Water Stock 1875.....	1,002 50
14	N. W. Virginia Sinking Fund...	2,000 00	N. W. Va. Guaranteed Bonds.	1,985 00
	General Sinking Fund.....	18,000 00	Water Stock, 1875.....	18,045 00
15	" " "	7,000 00	" " "	7,017 50
25	" " "	900 00	Consol'd 5 per cent. Loan,1885	722 25
Oct. 6	" " "	200 00	Consolidated Loan 1890.....	196 50
	" " "	100 00	Loan 1900.....	98 25
	" " "	100 00	Consolidated Loan, 1893.....	98 25
12	N. W. Virginia Sinking Fund...	1,000 00	N. W. Va. Guaranteed Bond.	992 50

Oct. 26	General Sinking Fund.....	500 00	Consol'd 5 per cent. Loan, 1885	401 25
30	" " "	1,300 00	" " " " "	1,030 25
	Court House Sinking Fund	1,000 00	Court House 5 per cent. Stock	792 50
31	General Sinking Fund.....	1,899 58	Fractions of City Stock at par	1,899 58
		$547,438 69		$524,659 33

RECAPITULATION.

Date—1871	Sinking Fund.	Am'nt Purchased	Description of Stock.	Amount Paid.
Oct. 31.	General Sinking Fund.....	$231,298 45	City 6 per cent. Stock.....	$225,592 81
	" " "	51,994 48	City 5 per cent. Stock.....	42,585 75
	" " "	8,500 00	W. Md. Guaranteed Bonds....	7,811 25
	" " "	500 00	Union R. R. Guaranteed Bonds	456 25
	" " "	1,899 58	Fractions of City Stock.....	1,899 58
	N. W. Virginia Sinking Fund...	23,500 00	N. W. Va. Guaranteed Bonds	23,150 00
	Flt'g Debt & Defense Sink'g Fund	1,500 00	City 6 per cent. Stock.....	1,502 50
	Court House Sinking Fund.....	7,100 00	" 5 " "	5,789 75
	One Million Sinking Fund.....	4,500 00	" 6 " "	4,463 13
	Public Park Sinking Fund.....	18,300 00	" 6 " "	18,030 75
	Water No. 2 Sinking Fund.....	103,954 18	" 6 " "	101,583 31
	Water No. 1 Sinking Fund.....	15,892 00	" 6 " "	15,863 25
	Park Improvement Sink'g Fund	3,000 00	" 6 " "	2,967 50
	Consol'd Loan, 1893, Sink'g Fund	2,000 00	" 6 " "	1,935 00
	City Hall Sinking Fund.....	73,500 00	" 6 " "	71,028 50
		$547,438 69		$524,659 33

STATEMENT No. 3.

CONDITION OF SINKING FUNDS, OCTOBER 31ST, 1871.

General Sinking Fund—		
Consolidated loan of 1890, 6 per cent. stock	$446,750 07	
Five million Loan of 1890, 6 per cent. stock	35,218 58	
One Million Loan of 1886, 6 per cent. stock	22,479 40	
Water stock, 1875, 6 per cent	247,325 02	
Park Improvement, 1895, 6 per cent. stock	40,830 14	
Public Park, 1890, 6 per cent	120 19	
Exempt loan, 1893, 6 per cent	161,359 00	
City Hall stock, 1884, 6 per cent	185,544 67	
Consolidated loan, 1893, 6 per cent. stock	1,346,518 14	
Loan of 1900, 6 per cent. stock	109,900 00	
City Hall stock, 1900, 6 per cent	134,300 00	
		2,730,345 21
Consolidated loan, 1885, 5 per cent. stock	264,427 92	
Court House stock, 5 per cent	14,501 72	
		278,929 64
York and Cumberland Railroad bonds	22,000 00	
Union Railroad bonds	87,500 00	
Western Maryland R. R. bonds	168,000 00	
		277,500 00
Overdue coupons	8,228 25	
Cash	10,031 84	
		18,260 09
		$3,305,034 94

STATEMENT No. 3—Continued.

Court House Sinking Fund—		
Consolidated loan of 1890, 6 per cent. stock	$54,100 99	
Water stock, 1875, 6 per cent.	12 000 00	
City Hall stock, 1884, 6 per cent.	2,757 06	
Consolidated loan, 1893, 6 per cent. stock	8,000 00	
		$76,858 05
Consolidated loan, 1885, 5 per cent. stock	8,280 29	
Court House stock, 5 per cent.	28,485 75	
		36,766 04
Cash		3,600 28
		$117,224 37
New City Hall Stock Sinking Fund—		
City Hall stock, 1884, 6 per cent.	93,207 92	
Water stock, 1875, 6 per cent.	900 00	
		94,107 92
Tax levy for October, 1871, uncollected	2,306 00	
Cash	10,234 40	
		12,540 40
		$106,648 32
Water Stock Sinking Fund No. 1—		
Water stock, 1875, 6 per cent.	$59,258 44	
City Hall stock, 1884, 6 per cent.	8,689 23	
Consolidated Loan, 1893, 6 per cent.	20,340 00	
Loan of 1900, 6 per cent.	1,100 00	
Consolidated loan, 1890, 6 per cent	22,599 40	
		$111,987 07

STATEMENT No. 3—Continued.

Tax levy for October, 1871, uncollected	44 77	
Cash	6,923 56	
		6,968 33
		$118,955 40

Water Stock Sinking Fund No. 2—

Water stock, 1875, 6 per cent.	$82,360 67	
City Hall stock, 1884, 6 per cent	55,734 40	
City Hall stock, 1900, 6 per cent	10,500 00	
Five million loan, 1890, 6 per cent	11,500 00	
Loan of 1900, 6 per cent	21,100 00	
Consolidated loan, 1890, 6 per cent	11,062 40	
Consolidated loan, 1893, 6 per cent	41,000 00	
One million loan, 1886, 6 per cent	11,500 00	
Park improvement, 1895, 6 per cent	4,732 00	
		$249,489 47
Tax levy for October, 1871, uncollected		268 69
		$249,758 16
Less due other sinking funds		416 41
		$249,341 75

STATEMENT No. 3—Continued.

Northwestern Virginia Sinding Fund—		
Consolidated loan, 1890, 6 per cent	$647,910 20	
City Hall stock, 1900, 6 per cent	79,000 00	
Northwestern Virginia guaranteed bonds	126,000 00	
York and Cumberland guaranteed bonds	11,000 00	
		$863,910 20
Overdue coupons		321 7
		$864,231 95
Less due other sinking funds		11,115 30
		$853,116 65
Almshouse Sinking Fund—		
Consolidated loan, 1890, 6 per cent	$5,400 00	
Water stock, 1875, 6 per cent	900 00	
Consolidated loan, 1893, 6 per cent	374 42	
		$6,674 42
Cash		609 01
		$7,283 43
Jail Stock Sinking Fund—		
Water stock, 1875, 6 per cent	$38,000 00	
One million loan, 1886, 6 per cent	8,948 25	
Exempt loan, 1893, 6 per cent	104,410 44	
Consolidated loan, 1890, 6 per cent	125,113 34	
		$276,472 03
Cash		24,595 76
		$301,067 79

STATEMENT No. 3—Continued.

Public Park Sinking Fund—		
Water stock, 1875, 6 per cent...	$6,500 0	
City Hall stock, 1884, 6 per cent.	15,766 72	
Park improvement, 1895, 6 per cent.....	9,681 20	
Exempt loan, 1993, 6 per cent.....	5,400 00	
One million loan, 1886, 6 per cent.....	3,200 00	
Loan of 1900, 6 per cent.....	1,200 00	
City Hall stock, 1900, 6 per cent.	8,000 00	
Consolidated loan, 1890, 6 per cent.....	17,207 01	
Public Park stock, 1890, 6 per cent.....	12,000 00	
		$78,954 93
Due by Mayor and City Council	$22,159 80	
Cash.....	15,356 24	
		37,516 04
		$116,470 97
Floating Debt and Defence Loan Sinking Fund—		
Loan of 1900, 6 per cent.....	$100,000 00	
Water stock, 1875, 6 per cent....	22,500 00	
Consolidated loan, 1890, 6 per cent.....	48,228 27	
Five million loan, 1890, 6 per cent.....	1,000 00	
Consolidated loan, 1893, 6 per cent.....	5,000 00	
		$176,728 27
Cash.....		8,376 02
		$185,104 29

STATEMENT No. 3—Continued.

Park Improvement Sinking Fund—

Park improvement stock, 1895, 6 per cent	$20,000 00	
Water stock, 1875, 6 per cent	4,000 00	
Consolidated loan, 1890, 6 per cent	10,204 57	
		$34,204 57
Cash		16 32
		$34,220 89

Consolidated Loan, 1893, Sinking Fund—

Water stock, 1875, 6 per cent	5,500 00	
Consolidated loan, 1890, 6 per cent	2,021 20	
Exempt loan, 1893, 6 per cent	35,518 50	
		$43,039 70
Cash		1,893 29
		$44,932 99

One Million Loan Sinking Fund—

Water stock, 1875, 6 per cent	4,000 00	
Consolidated loan, 1893, 6 per cent	16,865 62	
Consolidated loan, 1890, 6 per cent	1,337 43	
One million loan, 1886, 6 per cent	9,813 93	
		32,016 98
Less due other sinking funds		1,986 28
		$30,030 70

STATEMENT No. 3—Concluded.

Recapitulation of Condition of Sinking Funds, Oct. 31st, 1871.

General Sinking Fund	$3,305,034	94
Court House Sinking Fund	117,224	37
New City Hall Sinking Fund	106,648	32
Water Stock No. 1 Sinking Fund	118,955	40
Water Stock No. 2 Sinking Fund	249,341	75
N. W. Virginia Sinking Fund	853.116	65
Almshouse Sinking Fund	7,283	43
Jail Stock Sinking Fund	301,067	79
Public Park Sinking Fund	116,470	97
Floating Debt and Defense Loan Sinking Fund	185,104	29
Park Improvement Sinking Fund	34,220	89
Consolidated Loan, 1893, Sinking Fund	44,932	99
One Million Loan Sinking Fund	30,030	70
Total value of Sinking Funds	$5,469,432	49

STATEMENT No. 4.

Statement of the surrender of Old Stock Issues, and the Consolidation th reof into Consolidated Loan of 1890, *made during the year* 1871, *authorized by Ordinance No.* 42, *approved June* 17*th*, 1867.

Date.	After Year 1890.	Balto. & S. R. R.	Susq. Canal.	Almshouse.
1871—Jan'ry 4	.....	$1,770 33	.....	.....
26	$500 00	.....	.....	.....
28	2,540 49	.....	.....	.....
Feb'ry 2	.....	1,100 00	.....	.....
3	.....	2,800 00	$200 00	.....
11	.....	.....	.....	$600 00
March 8	.....	.....	1,000 00	.....
April 11	.....	1,000 00	.....	.....
26	400 00	3,000 00	.....	.....
May 12	500 00	.....	.....	.....
23	.....	666 66	.....	.....
25	.....	1,133 41	.....	.....
June 1	.....	400 00	.....	.....
2	.....	2,000 00	.....	.....
10	.....	1,100 00	.....	.....
July 1	500 00	.....	.....	.....
20	.....	.....	2,500 00	.....
21	.....	300 00	102 78	.....
26	.....	2,500 00	.....	.....
29	100 09	.....	.....	.....
31	100 00	.....	.....	.....
Aug. 12	.....	1,000 00	.....	.....
14	.....	200 00	.....	.....
Sept'r 9	.....	368 00	.....	.....
Oct'r 2	.....	1,297 76	.....	.....
20	1,100 00	.....	.....	.....
	$5,740 49	$20,636 16	$3,802 78	$600 00
Total				$30,779 43

STATEMENT No. 5.

A Schedule of Real Estate upon the Books of the Commissioners of Finance.

LESSEES.	LOCATION OF LOTS.	ANNUAL RENTAL.
Swain & Banks	Lots 9, 10, 11, 12, President street	$452 25
E. A. Abbott	" 12, 13, 14, 15, north side Block street	380 41
J. McNeal	" 9, part of " "	56 91
Henry James	" 5, 6, 7, 8, 9, and part of 4, Aliceanna street, and	
"	" 14, 15, 16, 17, and 18, and part of 13, Lancaster street	810 93
Henry James	Lot S. side Aliceanna st. bet'n Exeter and Canal sts	860 00
"	Lots 1, 2, 3, 10, 11, 12, and part of 4, and 13, on Aliceanna street and Lancaster street	674 24
C. S. Maltby	Lots 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, S. side of Block street	1,262 24
" "	Lots 1, 2, 3, S. side Block street	189 00
" "	" 5,,6, 7, 8, N. side Block street	293 60
" "	" 41, 42, 43, " "	427 50
B. S. Holt	" 16, 17, 18, 19, 20, 21, 22, 23, N. side Block street	809 78
Joseph Kaufman	" 1, 2, 3, 4, 5, 6, Brown street	150 00
J. A. G. Goetz	" 21, Brown street	24 89
	Amount forward	$6,391 75

STATEMENT No. 5.—Continued.

LESSEES.	LOCATION OF LOTS.	ANNUAL RENTAL.
	Amount brought foward	$6,391 75
J. A. G. Goetz	Lot 22, Brown street	$29 60
George Weimer	" 20, "	20 32
C. L. Frank	" 7 and 8 Brown street	52 80
August Pfeil	" S. W. corner Light and Brown streets	78 06
" "	" 25, Brown street	29 60
Francis Denmead	" 4, N. side Block street	73 40
George Hickman	" on Run alley	52 00
Frederick Kull	" 19, Brown street	19 20
N. Thomas & Co	" 17 and 18 Brown street	52 64
Charles N. Oehm	" 13 and 14 "	51 80
George Eichenger	" 29 or 16 "	26 32
Anton Young	" 11 and 12 "	52 64
Conrad Graef	" 15 "	26 32
William Kleinhenn	" 10 "	26 32
Joseph Baumgarten	" 9 "	26 32
J. W. Grafflin	" cor. Canton avenue and E. Falls avenue	250 00
" "	" 5, 6, 7, 8, W. side President street	562 50
Platt & Co	Fish house property, S. side of the Basin	2,025 00
John Welch	Lot No. 11, north side Block street	96 55
Estate of Catharine Hook	" on Light street	75 70

William L. Schaum	Lot No. 23 Brown street	29 60
Thomas J. Morris	Part of lot No. 1, N. side Block street	47 17
" "	Lot No. 9, part of " "	16 50
" "	" No. 10, " " "	73 41
Thomas Lloyd	" 1, 2, 3, President street	537 94
Phila and Balto. Steamboat Co.	200 feet on Light street wharf	900 00
N. Y. and Balto. Trans. Line	" " " "	2,700 00
Phila. Wil. and Balto R. R. Co.	Lot on Canton avenue, bet'n Albemarle and Exeter sts.	2,512 00
" " " "	" " " Exeter and Canal streets.	2,580 00
Calvert Sugar Refinery	Lots 24, 30, 11, 12, 13, 14, 15, S. side Block street	721 88
		$20,077 34

STATEMENT No. 6.

Statement of Funded Debt, October 31st, 1871.

LOAN.	RATE.	WHEN REDEEMABLE.	AMOUNT OF ISSUE.
Court House Stock	5 per cent	At pleasure after the year 1860	$137,414 84
Jail Stock	6 " "	" " " July 1st, 1873	98,913 18
Water Stock	6 " "	" " " May 1st, 1875	5,000,000 00
Consolidated	5 " "	" " " the year 1885	891,646 70
"	6 " "	" " " July 1st, 1890	7,207,632 74
Public Park	6 " "	" " " September 1st, 1890	555,566 25
Exempt	6 " "	" " " " " 1893	410,353 87
Funding	6 " "	" " " July 1st, 1900	773,900 00
City Hall	6 " "	July 1st, 1884	1,000,000 00
One Million	6 " "	January 1st, 1886	1,000,000 00
Five Millions	6 " "	January 1st, 1890	5,000,000 00
Consolidated	6 " "	September 1st, 1893	2,211,068 05
Park Improvement	6 " "	January 1st, 1895	185,723 80
City Hall	6 " "	April 15th, 1900	218,400 00
Over-due Stock	6 " "	No interest allowed	906 04
		Total funded debt	$24,691,525 47

STATEMENT No. 6—Continued.

Statement of Guaranteed Debt, October 31st, 1871.

Bonds of the N. W. Va. Railroad Co., to mature Jan'y 1, 1873...	$1,500,000	
Less amount destroyed, September 21, 1868.....	649,500	
		$850,500
Of this amount the Commissioners of Finance hold in the N. W. Va. R. R. Sink'g Fund.$126,000		
Leaving now outstanding	724,500	
Bonds of the York and Cumberland Railroad Co., secured by mortgage, to mature Jan. 1, 1877		500,000
Of which the Commissioners of Finance hold in the General and N. W. Va. Sink'g Fund..$33,000		
Bonds of the West. Md. R. R. Co. 1st mortgage to mature Jan. 1, 1890	200,000	
2d " " " " "	300,000	
4th " " " " 1900	1,150,000	
		1,650,000
Of which the Register of the city holds in the West. Md. R. R. Sinking Fund..... $294,000		
Bonds of the Union R. R. Co., secured by mortgage, to mature January 1st, 1895.....		117,000
Of which the Commissioners of Finance hold in the General Sinking Fund..... ..$87,500		
Total Guaranteed Debt.....		$3,117,500

STATEMENT No. 7.

A Balance Sheet of the Sinking Funds Ledger, Oct. 31, 1871.

General Sinking Fund	$10,031 84
Floating Debt and Defence Sinking Fund	8,376 02
Court House Sinking Fund	3,600 28
Public Park Sinking Fund	15,356 24
Jail Stock Sinking Fund	24,595 76
Park Improvement Sinking Fund	16 32
Almshouse Sinking Fund	609 01
Water Stock No. 1 Sinking Fund	6,923 56
Consolidated Loan of 1893 Sinking Fund	1,893 29
New City Hall Sinking Fund	10,234 40
	$81,636 72

DEBIT.

Northwestern Virginia Sinking Fund	$11,115 30
One Million Loan Sinking Fund	1,986 28
Water Stock No. 2 Sinking Fund	416 41
Cash in National Farmers and Planters' Bank	68,118 73
	$81,636 72

STOCK DEBT.

NAME OF ISSUE.	RATE PER ANNUM.	WHEN PAYABLE.	WHERE PAYABLE.
Five Million Loan	6 per cent.	Jan. April, July and Oct.	Nat. Farmers and Planters' Bank.
Consolidated Loan of 1890	" "	" " " "	" " " " "
City Hall Loan 1884	" "	" " " "	" " " " "
Funding Loan 1900	" "	" " " "	" " " " "
Consolidated Loan 1885	5 per cent.	" " " "	" " " " "
Park Improvements	6 per cent.	" " " "	National Mechanics' Bank.
Court House Loan	5 per cent.	" " " "	" " "
One Million Loan	6 per cent.	January and July	" " "
Water Stock	" "	May and November	" " "
Public Park Loan	" "	March, June, Sept. & Dec.	" " "
Consolidated Loan 1893	" "	March and September	" " "
Exempt Loan 1893	" "	" " " "	" " "
Jail Stock	" "	January and July	City Register's Office.
City Hall Loan 1900	" "	Jan. April, July & Oct.	" " "

GUARANTEES.

NAME OF ISSUE.	RATE PER ANNUM.	WHEN PAYABLE.	WHERE PAYABLE.
N. W. Va. Railroad Company's Bonds.....	6 per cent.	January and July.....	City Register's Office.
York and Cumberland Railroad Company's Bonds....	6 per cent.	January and July.....	Northern Central Railway Company.
Western Md. Railroad Company's Bonds.....	6 per cent.	January and July.....	National Mechanics' Bank.
Union Railroad Company's Bonds.....	6 per cent.	January and July.....	Franklin Bank.

APPENDIX.

APPLICATION No. 1.

Estimate No. 1.

Probable amount required to meet payments of the Western Maryland Railroad Company under the new contracts, ending August 31st, 1870:

Graduation Monterey Division, Secs. 19, 20	$ 560
" Mechanicstown Division, Secs. 9, 10, 16	400
Right of way to widow Harbaugh	1000
" " Silas C. Boyer	1000
" " Henry Harbaugh	1700
" " David Harbaugh	300
" " ..... Harbaugh	1000
Engineering Monterey Division	240
" Mechanicstown Division	176
Moving parties and instruments to their Division	14
Stationery and instruments	54
Superintendence	266
Total	$6710

Baltimore, August 26th, 1870.

ESTIMATE No. 2.

Probable amount required to meet the payments of the Western Maryland Railroad Company under the new contracts, ending 30th of September, 1870:

700 Tons of Iron Rails from Monocacy Br., West 21 " " " " " "	$52000
Switches	400
Spikes	750
Graduation and Masonry Monterey Division Sections 19, 20, 24	6400
Graduation and Masonry Mechanicstown Division Secs. 8 to 15	14000
Bridge Superstructure at Monocacy and Sec. 10	5000
Superintendence and Office	347
Engineer's Expenses, Monterey Division	285
" " Mechanicstown Division	285
	$79,467

Baltimore, September 6th, 1870.

State of Maryland, City of Baltimore, to wit:

On this 28th day of September, in the year of our Lord one thousand eight hundred and seventy, before the subscriber, one of the Justices of the Peace of the State of Maryland, in and for said city aforesaid, personally appeared Richard B. Osborne, Chief Engineer of the Western Maryland Railroad Company, and made oath on the Holy Evangely of Almighty God that the above items of expenditure are necessary for the equipment or construction on that part of the Western Maryland Railroad therein set forth.

Sworn before

WM. J. KING, *Justice of the Peace.*

State of Maryland, City of Baltimore, Sct:

This 29th day of September, 1870, before the subscriber, a Justice of the Peace of the State of Maryland, in and for the City of Baltimore, personally appeared John K. Longwell and Moses Wiesenfeld, and did each make oath in due

form of law that the within true statement is correct and true to the best of their knowledge, information and belief.

WM. J. KING, *Justice of the Peace.*

APPLICATION No. 2.

ESTIMATE No. 3.

We, the undersigned, members of the Finance Committee of the Western Maryland Railroad Company, do hereby make affidavit that the estimates upon which the within application is based, are, to the best of our knowledge, correct and true. Signed,

WM. KEYSER, *Chairman.*
M. WIESENFELD,
J. K. LONGWELL.

Sworn before W. H. HAYWARD, *Justice of the Peace, and certificate attached.*

Probable amount required to meet the payments of the Western Maryland Railroad Company under the new contracts, ending October 31st, 1870:

Mech't'n Stat'n grounds, Water Stat'n & Y. Track		$1500
Graduation and Masonry, Sect. 19 and 20		5000
" " 23 and 24		2500
" " 26		2415
" " 9 and 10		8000
" " 16		5000
Monocacy Bridge Superstructure		5300
Trestle Work, Sect. 10		3375
Spikes for Track		576
Fastenings "		567
Trucks "		170
Engineering Expenses, Balto	$360	
" " 1 Div	235	
" " 2 Div	285	—880
10 Eight Wheel Gondola Cars		6000
		$41,283

(Signed) RICHARD B. OSBORNE, *Engineer.*

Estimate No. 4.

Probable amount required to meet the payments of the Western Maryland Railroad Company under the new contracts, ending November 30th, 1870:

Graduation and Masonry, Monterey Division.....	$4000 00
" " Sections 19 and 20.....	3500 00
" " " 23 and 24.....	1750 00
" " " 26	.....
" Mechanicstown Div., Sec. 10.....	4000 00
" " " " 11 to 15.....	1000 00
" " " " 17 to 18.....	3000 00
Work on Mechanicstown Depot Grounds: Engine House $2000, Water Station $850, and Y Track $1500.....	4350 00
Reservoir $380, Pipe $1000, Ditch $300.....	1680 00
Superstructure of Joist Bridges.....	500 00
200 kegs of Spikes for Track.....	1152 00
3000 sets of Fastenings at 60c.=$1800—$576.....	1224 00
Machine for Track from Platzenburg.....	680 00
1000 Sills, to be delivered at Mechanicstown.....	400 00
2000 Splices for Track " " at 20 per M.	366 40
1000 " " " " at 23 " .	210 68
6 sets of Switch Sills " " at 21 " .	120 00
1 Double and 1 Treble set Switch Sills	52 00
80 Mudsills for Platforms.....	54 00
10000 feet Plank.....	230 00
Laying 4 Switches, 1 Treble and 1 Double.....	240 00
250 tons Iron Rails, at $72.....	18000 00
Bridge Superstructure, Monocacy and approaches.	1200 00
Engineering Expenses, Baltimore..... $340	
" " First Division..... 235	
" " Second Division..... 285	
——	860 00
Hauling Material..... ...	100 00
	$48,669 08

(Signed)
RICH. B. OSBORNE, *Engineer.*

Estimate No. 5.

Probable amount required to meet the payments of the Western Maryland Railroad Company, under the new contracts ending December 31st, 1870:

Graduation and Masonry, Monterey Division:		
Sections 19 and 20		$4700 00
Sections 21 to 24, inclusive		4500 00
Section 26, enough estimated previously		.....
Graduation and Masonry, Mechanicstown Divis'n:		
Sections 11 to 15, inclusive		3000 00
Sections 16		2200 00
Sections 17 and 18		2500 00
Bridge Superstructure		1000 00
Eight miles of Track		2600 00
Cross Ties for 8 miles of Track		8500 00
4000 sets of Fastenings for do		2400 00
Right of Way, David Willard	$550	
" " Elias Harbaugh	150	
" " Henry Harbaugh	300	
" " George Harbaugh	1500	
" " Heirs of Gladhill	400	
		2900 00
Engineering Expenses, Baltimore	$340	
" " First Division	235	
" " Second Division	285	
		860 00
Hauling Material		250 00
Locomotive Engine		13000 00
		$48,410 00

(Signed)

RICH. B. OSBORNE, *Engineer.*

December 8th, 1870.

ESTIMATE No. 6.

Probable amount required to meet the payment for Iron contracted for, for January 1871, *for the Western Maryland Railroad Company.*

800 Tons Railroad Iron at $72.....$57600

Signed,

D. PRESTON PARR, *Treasurer.*

GEO. M. BOKEE, *President.*

Western Maryland R. R. Co.

State of Maryland, City of Baltimore, to Wit:

On this 14th day of December, in the year of our Lord, one thousand eight hundred and seventy, before the subscriber, a Justice of the Peace of the State of Maryland for the City of Baltimore, personally appeared D. Preston Parr, Secretary and Treasurer of the Western Maryland Railroad Company, and made oath on the Holy Evangely of Almighty God, that the items of expenditures contained in estimates Nos. 3, 4 and 5 of Richard C. Osbone, Chief Engineer of said Railroad, together with Estimate No. 6 for 800 tons Railroad Iron, contracted to be delivered in January for the Middle Division, are necessary for the equipment and construction of that part of said Railroad therein set forth.

Sworn before

(Signed) W. H. HAYWARD, *Justice of the Peace.*

AMOUNT PAID BY FINANCE COMMITTEE ON NEW ROAD.

1870.

September 13.	Mrs. M. A. Harbaugh to C. W. Ross	1000	00
" 16.	Mrs. B. K. Conway	200	00
" "	Dougherty & Co	332	00
" "	R. B. Osborne	550	00
" 19.	Lyons & Smith	99	00
	Amount carried forward	$2,181	00

		Amount brought forward	$2181 00
September	30.	R. B. Osborne	219 23
October	14.	Lyons & Smith	3441 00
"	"	Mrs. R. B. Conway	2133 00
"	"	Dougherty & Co	2369 00
"	"	R. B. Osborne	817 18
"	18.	Nicolai & Co	140 00
"	"	D. Goodwin	32 00
"	"	J. Winchester	570 00
"	"	J. Baer	45 15
"	"	J. Beaver	69 60
"	"	Dan Boyer to C. W. Ross	1000 00
"	20.	N. F. Blacklock	8 80
"	21.	Marshall P. Smith	840 00
October	24.	W. T. Weiler	256 00
"	31.	Wm. Capler	94 80
November	15.	Mr. Welsh	422 40
"	16.	Lyons & Smith	8879 00
"	"	Benj. Scott	1604 00
"	"	Nat. Rowe	80 20
"	"	Wm. Landers	137 55
"	"	Mrs. B. K. Conway	3910 00
"	"	Dougherty & Co	3733 00
"	"	R. B. Osborne	913 47
"	"	Nicolai & Co	100 00
"	"	Denmead & Son	4578 00
"	"	" "	160 00
"	17.	The Abbott Iron Co	15000 00
"	"	Marshall P. Smith	2376 00
"	"	W. G. Maxwell	43 83
"	"	Wm. Capler	33 20
"	"	Freight to D. Preston Parr	513 00
"	"	Morris Harley	36 80
"	"	Wm. H. Cole and John Weltz	84 95
"	18.	D. Danner	90 80
		Amount carried forward	$56,912 96

		Amount brought forward.....	$56,912 96
November 18.		Com. Expenses to New York.....	62 95
"	"	Books $6 25, Stamps $22 50.....	28 75
"	"	Henry James & Co.....	3986 27
"	21.	W. T. Weller.....	695 20
"	22.	Adam Shuffer.....	227 60
"	"	Geo. Lamotte.....	40 40
"	23.	Pay roll to Jno. T. Rigney.....	739 65
"	"	The Abbott Iron Co.....	5000 00
"	29.	Keyser Bros. & Co.....	334 05
"	"	Billmeyer & Small.....	6000 00
"	"	F. B. Loney & Co.....	28 50
"	"	Freight to D. Preston Parr.....	69 97
"	"	Geo. R. Dodge & Co.....	96
November 30.		The Abbott Iron Company.....	69 00
"	"	Levi Smith.....	18 00
"	"	J. M. Owens.....	90 00
			$74,304 26

APPLICATION No. 3.

Estimate No. 6.

Probable amount required to meet the payments of the Western Maryland Railroad Company, under the new contracts ending January 31*st*, 1871:

Graduation and Masonry, Monterey Division:	
Sections 19 and 20.....	$4000 00
Sections 21 to 24.....	3000 00
Section 26.....	3700 00
Grad'n and Masonry, Mechanicstown Div., Sec. 16	5000 00
Station Grounds.....	300 00
Engineering Expenses, Baltimore Division.....	540 00
" " First Division.....	235 00
" " Second Division.....	285 00
Frog Castings and Switches, &c.....	723 00
Amount carried forward.....	$17,783 00

Amount brought forward	$17,783 00
Penstock and Pipe from Tank to Engine House	430 00
Nips for bending Iron Rails	25 00
8000 Cross Ties	3200 00
Transportation of Materials	2500 00
2000 Splices for Track	400 00
Equipment of Road	1000 00
	$25,338 00

Certified: (Signed)
RICH. B. OSBORNE, *Engineer.*

Engineer's Office Western Md. Railroad, Jan. 7, 1871.

[AFFIDAVIT.]

State of Maryland, Baltimore City, to wit:

Be it remembered, that on the second day of February, A. D. 1871, before me, the subscriber, a justice of the Peace of the said State, in and for the city aforesaid, personally appeared Richard B. Osborne, Chief Engineer Western Maryland Railroad Company, and made oath on the Holy Evangely of Almighty God, that, from careful examination, the above statement is correct, and that the amounts therein stated will be required in the execution of the several items of work there enumerated.

Sworn before (Signed)
WM. J. KING, *Justice of the Peace.*

ESTIMATE No. 7.

Probable amount required to meet the payments of the Western Maryland Railroad Company, under the new contracts ending February 28th, 1871:

Graduation and Masonry, Monterey Division:	
Sections 19 and 20	$ .....
Sections 21 to 24	5000 00
Section 26	2000 00
Amount carried forward	$7,000 00

Amount brought forward	$ 7000 00
Graduat'n and Masonry, Mechanicstown Division:	
Section 16	
Sections 17 and 18	1000 00
Bridge Superstructure —Trestle	500 00
5000 Splices at 20c	1000 00
30000 feet White Oak Plank for Tank Drain at $20.	600 00
Ballasting two miles of Track at $800	1600 00
43 kegs Spikes, Hook and Button Heads	258 00
Washers for Track laid	210 00
Fifty barrels Cement at $2	100 00
Benson's Bill for 2 6-inch Bends and 2-inch Pipe.	37 00
Completing Passenger Car and laying foundation of three others	3000 00

ENGINEERING EXPENSES.

Baltimore Division	$571 00
Martinet's Maps for Circular	80 00
First Division	235 00
Second "	235 00
	$16,426 00

Engineer's Office, Western Maryland R. R.,
January 30th, 1871.
(Signed)
RICHARD B. OSBORNE, *Engineer.*

[AFFIDAVIT.]

State of Maryland, Baltimore City, to wit:

Be it remembered that on this second day of February, A. D. 1871, before me, the subscriber, a Justice of the Peace of the said State, in and for the city aforesaid, personally appeared Richard B. Osborne, Chief Engineer of Western Maryland Railroad Company, and made oath on the Holy Evangely of Almighty God, that from careful examination the above statement is correct, and that the amounts therein

stated will be required in the execution of the several items of work therein enumerated.

Sworn before

(Signed) WM. J. KING, *Justice of the Peace.*

ESTIMATE No. 8.

Probable amount required to meet the payments of the Western Maryland Railroad Company under the new contracts ending March 31st, 1871.

Graduation and Masonry, Monterey Division:	
Sections 19 and 20	$ 6400
Sections 21 to 24	8000
Section 26	5000
Graduation and Masonry, Mechanicstown Division:	
Section 16	4800
Sections 17 and 18	1000
Bridge Superstructure	3500
1000 Cross Ties at 40	400
5000 Splices for Track at 20	1000
One Locomotive	11500
12 Gondolas at $600	7200
Freight	54
12 Ballast Cars at $300	3600
Freight	54
Passenger Station at Mechanicstown	800
4 Frogs and Slides at $54	216
4 Stands for Levers at $7	28
1750 Tons Rails at $72	126000
7000 Sets Fastenings at 60	4200
Engineering Expenses, Baltimore Division	550
" " First Division	235
" " Second Division	235
	$184,772

Engineer's Office, Western Maryland R. R.,
January 30th, 1871.
(Signed,)
RICHARD B. OSBORNE, *Engineer.*

[AFFIDAVIT]

State of Maryland, Baltimore City to wit:

Be it remembered, that on this second day of February, A. D., 1871, before me, the subscriber, a Justice of the Peace of the said State, in and for the city aforesaid, personally appeared Richard B. Osborne. Chief Engineer of the Western Maryland Railroad Company, and made oath on the Holy Evangely of Almighty God, that, from careful examination, the above statement is correct, and that the amounts therein stated will be required in the execution of the several items of work there enumerated.

Sworn before

(Signed) WM. J. KING, *Justice of the Peace.*

EXPENDITURES

Of Finance Committee, Western Maryland Railroad Company, January, 28, 1871.

1870.

November 30.	Cash paid to date as per vouchers submitted with statement.....		$74304 26
December 8.	Chas. Thompson, No. 52.	$ 61 29	
" 16.	Lyons & Smith.....	7686 00	
" "	Denmead & Davids..... ..	3156 00	
" "	Benj. Scott.....	2163 00	
" "	N. Rowe.....	74 00	
" "	Wm. C. Landers..... .	208 51	
" "	A. S. Zents.....	171 00	
" "	Waesche Bros. & Co.....	1369 00	
" "	B. K. Conway...	4102 00	
" "	Dougherty & Co.....	5149 00	
" "	R. B. Osborne.....	905 74	
" "	M. P. Smith.....	1152 00	
" "	Geo. Vonder.....	70 80	
" "	Nicolai & Co.....	140 00	
" "	Betty Murray,.....	159 20	
	Amount carried forward.....		$26,567 54

	Amount brought forward.....	$26567	54	$74304 26
December	16 F. A. Devilbiss.....	104	40	
"	17. Stotsenberg & Co.....	713	75	
"	" J. L. Beaver.....	99	60	
"	" Freight.....	252	05	
"	" L. Picking.....	7	00	
"	19. B. S. Benson.....	867	32	
"	" W. F. Weller.....	829	20	
"	" E. O. Grimes.....	373	20	
"	" Freight.....	3900	85	
"	20. D. Danner.....	187	20	
"	" Abbott Iron Co.....	20000	00	
"	" Advertising, &c.....	1266	51	
"	21. John Donoghue.....	1020	00	
"	" John T. Rigney.....	666	15	
December	22. J. Winchester.....	72	00	
"	" Morton, Reed & Co.....	96	00	
"	" Engineering Account....	5000	00	
"	29. E. Lynch.....	78	00	
"	30. John T. Rigney.....	441	10	
"	" D. P. Parr.....	2975	31	
"	" Legal Expenses...	927	60	
"	" Right of Way.....	512	44	
"	" D. Troxell.....	75	00	
"	" Shorb & Leister.....	12	25	
"	31. W. G. Maxwell.....	20	42	
"	" Thos. F. Cover.....	1345	74	
"	" Keyser Bros & Co.....	156	67	
"	" " "	60	15	
"	" Engineering Account...	6000	00	
Jany 9, 1871	The Lobdill C W T & M Co.....	140	00	74627 45
"	16 Dougherty & Co.....	4867	00	
"	" Denmeads & Davids.....	3376	00	
"	" Benj Scott.....	2239	90	
"	" R B Osborne.....	1101	14	
		11724	04	
	Amount carried forward			$148,931 71

		Amount brought forward.....	$11724	04	148,931 71
January	16.	W. C. Landis.....	211	23	
"	"	A. S. Zentz.....	128	00	
"	"	M. Dorsey.....	39	60	
"	"	Jno. Renzer.....	25	20	
"	"	B. K. Conway.....	4125	00	
"	"	Lyons & Smith.....	5884	00	
"	"	M. Baird & Co $13000, Int. $71 55.....	13071	55	
"	"	Morton, Reed & Co....	467	37	
"	17.	Jno Donoghue.....	2708	00	
"	"	Wm. Fuller & Co.....	39	20	
"	"	Swain & Banks.....	204	00	
"	"	Kidd & Wood.....	735	75	
"	"	Kidd & Wood.....	62	80	
"	"	J. W. Kidd.....	130	50	
"	17.	N. & A. Middleton....	75	00	
"	18.	W. F. Weller.....	2562	80	
"	"	William Hook.....	14	80	
"	"	J. C. Dell.....	12	40	
"	"	Grimes & Stouffer.....	2148	80	
"	19.	M. Welsh.....	222	80	
"	20.	John Shanck.....	36	00	
"	"	Jarrett Shanck.....	52	80	
"	"	Abbott Iron Co.....	10792	00	
"	23.	Matthews & Richards.	78	00	
"	24.	Elias Houck.....	172	40	
"	"	F. B. Loney & Co.....	51	81	
"	26.	Keyser Bros. & Co....	45	85	
"	27.	Engineering Account.	3273	83	
"	"	Jno. T. Rigney, Pay Roll for Dec., 1870.	1136	65	
"	"	Abbott Iron Co. in full.	18334	48	
"	28.	Engineering in full....	850	00	
"	"	Freight.....	2803	77	
"	"	Stamps, &c.....	59	95	
			$82,280	38	
		Amount carried forward.....			148,931 71

Amount brought forward....	$82,280 38	$148,931 71	
Janu'ry 28. Right of Way to H. Harbaugh.....	2000 00		
" " Trego, Thompson & Co..	76 75		
" " M. B. Stotsenburg & Co.	33 00		
" " W. G. Creamer & Co...	399 57	84789 70	
		$233721 41	
" 28. Interest and Stamps to date.....	2708 41		
" " Matured account, unpaid sundry bills.....	11920 79		

(Signed) GEO. M. BOKEE,

Treas. Finance Com. W. Md. R. R. Co.

State of Maryland, Baltimore City, ss:

On the 3d day of February, 1871, before the subscriber, a Justice of the Peace of the State of Maryland, in and for the city aforesaid, personally appeared Geo. M. Bokee, Treasurer Finance Committee W. Md. R. R. Co., and makes oath on the Holy Evangely of Almighty God that the annexed statement as stated is just and true.

Sworn before

(Signed) W. H. HAYWARD.

Account Sales of Guaranteed Bonds.

1870.	Date.	Bonds.		Discount.	Commission	Net Proceeds.
November	17	8	By Citizens' National Bank.....	$ 720 00	$40 00	$ 7240 00
"	23	2	By National Mechanics Bank.....	180 00	.....	1820 00
December	1	7	By Citizens' National Bank.....	630 00	35 00	6335 00
"	3	5	By National Mechanics 'Bank.....	450 00	.....	4550 00
"	22	2	" " "	180 00	.....	1820 00
"	23	1	" " "	90 00	.....	910 00
"	29	1	" " "	90 00	.....	910 00
"	30	1	" " "	120 00		880 00
"	30	4	By Citizens' National Bank.....	420 00	20 00	3560 00
1871.						
January	7	1	To J. K. Longwell.....	123 83	.....	876 17
"	7	1	By L. J. Tormey & Co.....	123 83	10 00	866 17
"	11	1	" " "	123 33	10 00	866 67
"	11	½	" " "	61 66	5 00	433 34
"	11	1½	By Citizens' National Bank.....	185 00	7 50	1307 50
"	12	2½	By Johnston Bros. & Co.....	307 98	12 50	2179 52
"	13	5	" " "	615 14	25 00	4359 86
"	13	2	" " "	246 05	10 00	1743 95

Account Sales of Guaranteed Bonds—CONTINUED.

1871.	Date.	Bonds.		Discount.	Commission	Net Proceeds.
January	13	5	By National Mechanics' Bank	$ 614 17	.....	4385 83
"	14	2	" " "	245 33	.....	1754 67
"	14	7	" " "	859 83	.....	6140 17
"	14	½	By Johnston Bros. & Co	61 35	2 50	436 15
"	14	7	" " "	858 89	35 00	6106 11
"	16	3	By L. J. Tormey & Co	366 99	30 00	2603 01
"	16	2	By National Mechanics' Bank	244 66	.....	1755 34
"	17	3	" " "	367 00	30 00	2603 00
"	18	1	" " "	122 17	10 00	867 83
"	18	3	By L. J. Tormey & Co	366 50	30 00	2603 50
"	18	10	By Johnston Bros. & Co	1220 12	85 00	8694 88
"	19	3½	By Citizens' National Bank	427 33	17 50	3055 17
"	19	8	By L. J. Tormey & Co	976 00	80 00	6944 00
"	20	½	" " "	60 92	5 00	434 08
"	20	19	By Johnston Bros. & Co	2312 53	95 00	16,592 47
"	21	½	By L. J. Tormey & Co	60 83	5 00	434 17
"	21	5	" " "	608 33	50 00	4341 67
"	21	10	Johnston Bros. & Co	1215 48	50 00	8734 52

Account Sales of Guaranteed Bonds—CONTINUED.

1871.	Date.	Bonds.		Discount.	Commission	Net Proceeds.
January	23	6	By L. J. Tormey & Co.....	728 00	60 00	5212 00
"	24	1	" " "	121 17	10 00	868 83
"	24	25	By Johnston Bros. & Co.....	3026 37	125 00	21,848 63
"	24	3	By National Mechanics' Bank.....	365 50	15 00	2619 50
"	25	20	By Spence & Reid.....	2417 81	100 00	17,482 19
"	26	10	By L. J. Tormey & Co.....	1206 67	100 00	8693 33
"	26	70	By Johnston Bros. & Co.....	8450 82	350 00	61,199 18
"	28	10	" " "	1203 97	50 00	8746 03
"	28	14	" " "	1685 56	70 00	12,244 44
"	30	½	Citizens' National Bank.....	58 33	5 00	436 67
		295	Total.....	$34,919 45	$1585 00	258,495 55
"	16		Less Commissions to National Mechanics' Bank.....			120 00
						$258,375 55

Baltimore, January 30th, 1871.

APPLICATION No. 4.

Estimate No. 9.

Probable amount required to meet the payments of the Western Maryland Railroad Company, under the new contracts ending April 30th, 1871.

Graduation and Masonry, Monterey Division :	
Sections 19 and 20 (Finished)	$.....
Sections 21 to 24 (enough called for in prev. mo.)	.....
Section 26	3000
Graduation and Masonry, Mechanicstown Division :	
Section 16	5000
20000 Cross Ties at 40c	8000
8 miles Track laid	2800
2000 Splices at 23c	460
70 feet Trestle Work at $10	700
400 feet Crossing Plank at 28c	112
Right of Way, Owings' Mills Division	20000
100 kegs Spikes	576
Planing Machine for construction of frogs	800
Engineering Expenses, Baltimore Division	500
" " Mechanicstown Division	235
" " Monterey Division	235
	$42418

(Signed)

RICH. B. OSBORNE, *Engineer.*

Engineer's Office Western Md. Railroad, April 8, 1871.

[AFFIDAVIT.]

State of Maryland, Baltimore City, to wit :

Be it remembered, that on this eighth day of May, A. D. 1871, before me, the subscriber, a Justice of the Peace of the said State, in and for the city aforesaid, personally appeared Richard B. Osborne, Chief Engineer of the Western

Maryland Railroad Company, and made oath on the Holy Evangely of Almighty God that the above statement contains a true account of the probable amount required to meet the payments for the several items mentioned in the above statement for the month of April, ending April 30th, 1871.

(Signed)

WM. J. KING, *Justice of the Peace.*

ESTIMATE No. 10.

Probable amount required to meet the payments of the Western Maryland Railroad Company, under the new contracts ending May 31st, 1871:

Graduation and Masonry, Monterey Division :	
Sections 21 to 24	$5000
Section 26	3000
Graduation and Masonry, Mechanicstown Division :	
Grading and Masonry, Sections 17 and 18...	1000
Section 16	4000
Bridge Superstructure	3500
Trestle Work	3500
Howe Bridge at Beaver Dam	1000
Owings' Mills Division—Right of Way	10000
1000 tons Iron Rails at $72	72000
4000 sets of Fastenings at 60c	2400
100 kegs of Spikes	576
28 kegs of Button Head Spikes	168
Engineering Expenses, Baltimore Division	570
" " Mechanicstown Division...	235
" " Monterey Division	235
	$107184

(Signed)

RICH. B. ORSBORNE, *Engineer.*

Engineer's Office Western Md. Railroad, May 6, 1871.

[AFFIDAVIT.]

State of Maryland, Baltimore City, to wit:

Be it remembered that, on this eighth day of May, A. D. 1871, before me, the subscriber, a Justice of the Peace of the said State, in and for the city aforesaid, personally appeared Richard B. Osborne, Chief Engineer of the Western Maryland Rail Road Company, and made oath on the Holy Evangely of Almighty God, that the above statement contains a true account of the probable amount required to meet the payment for the several items mentioned in the above statement for the month ending May 31, 1871.

(Signed,) WM. J. KING, *Justice of the Peace.*

Statement of Sale of Bonds by Finance Committee Western Maryland Rail Road Company.

1871.	Date.	No. of Bonds.		Discount.	Commission.	Net Proceeds.
January	30	295	Bonds sold as per statement.....	$34,919 45	$1705 00	$258,375 55
February	1	1	" " Klinefelter.....	50 00	.....	950 00
"	3	40	" " Brothers Boninger.....	4,783 00	200 00	35,017 00
"	3	2	" " Tormey & Co.....	241 66	20 00	1,738 34
"	6	4	" " " "	477 33	40 00	3,482 67
"	3	2	" " " "	231 00	20 00	1,749 00
"	3	6	" " Johnston Bros. & Co.....	716 47	30 00	5,253 53
"	15	10	" " Brothers Boninger.....	1,185 00	50 00	8,765 00
"	16	6	" " Tormey & Co.....	719 00	60 00	5,221 00
March	6	6½	" " Johnston Bros. & Co.....	515 55	32 50	5,951 95
"	7	43½	" " " "	3,443 07	217 50	39,839 43
"	9	49	" " " "	3,862 27	245 00	44,892 73
"	16	15	" " Tormey & Co.....	1,692 50	150 00	13,157 50
"	21	3½	" " S. Landers.....	.....	.....	3,500 00
"	24	1	" " Johnston Bro. & Co.....	76 52	5 00	918 48
April	3	10	" " " "	747 12	50 00	9,202 88
"	5	10	" " " "	743 84	50 00	9,206 16
"	12	15	" " Tormey & Co.....	1,622 50	150 00	13,227 50
"	12	5	" " " "	605 83	50 00	4,344 17

Statement of Sale of Bonds by Finance Committee Western Maryland Rail Road Company.—CONTINUED.

1871.	Date.	No. of Bonds.		Discount.	Commission.	Net Proceeds.
April.	12	251½	Bonds sold Johnson Bros. & Co.....	1,867 44	127 50	23,505 06
		550		58,499 55	3,202 50	488,297 95
			Discount			58,499 55
			Commissions.....			3,202 50
						$550,000 00

EXPENDITURES

Of the Finance Committee of the Western Maryland Railroad Company.

1871.

Jan'y 28.	Cash paid to date, as per vouchers submitted with statement			$233,721 41
Febr'y 1.	G. D. Klinefelter	$600	00	
" 6.	David Johnson	10	55	
" 7.	John R. Shipley	123	60	
" 16.	Dougherty & Co	3982	00	
" "	B. K. Conway	3695	00	
" "	M. P. Smith	2668	56	
" "	A. Jones	152	34	
" "	W. Bollman	1123	25	
" "	B. S. Benson	248	29	
" "	Denmead & Davids	381	00	
" "	Denmead & Son	345	82	
" "	S. J. Martinet	80	00	
" "	R. B. Osborne	1002	22	
" "	J. E. Fulton	94	30	
" "	G. W. Stockdale	470	76	
" "	A. S. Lentz	185	82	
" "	J. Lee Chapman	1500	00	
" 17.	George Harbaugh	1518	00	
" "	Joseph Thomas & Son	598	18	
" "	Morton, Reed & Co	68	88	
" "	David Harbaugh	300	00	
" "	F. A. Devilbiss	36	40	
" "	Isaac Winchester	97	50	
" "	John Donoghue	3478	00	
" "	Nicolai & Co	100	00	
" "	Joseph Wolfe	21	65	
" 18.	F. Raine	30	62	
" 20.	Lyons & Smith	3414	00	
		$26,326	74	
	Amounts forw'ard			$233,721 41

	Am'ts brought forward....	$26,326	74	233,721 41
Feb'y 22.	Miles Long.....	352	80	
" "	G. R. Dodge & Co.....	46	95	
" "	W. H. Harman.....	31	20	
" "	John T. Rigney.....	6605	74	
" "	D. Preston Parr.....	60	32	
" "	Shaw & Wilson.....	1	96	
" "	George T. Grambine.....	9	60	
" 23.	C. C. Fulton & Son.....	117	75	
" "	American Exchange Bank.	666	29	
" 25.	Bartlett, Robbins & Co....	82	06	
" 27.	J. M. Owens.....	102	40	
" "	Grimes & Stouffer.....	1	80	
" "	Baltimore Gazette.....	124	88	
March 1.	Lyons & Smith.....	2792	46	
" 9.	Abbott Iron Company.....	53,757	00	
" 14.	W. Keyser.....	68	40	
" 16.	Dougherty & Co.....	3306	00	
" "	R. B. Osborne.....	1044	40	
" "	Lyons & Smith.....	5182	00	
" "	B. K. Conway	3473	00	
" "	Denmead & Davids.....	2855	20	
" "	A. Jones.....	49	44	
" 17.	M. Baird & Co.....	11,000	00	
" "	Morton, Reed & Co	250	32	
" "	F. A. Devilbiss.....	46	40	
" "	John E. Fulton.....	66	00	
" "	A. S. Zentz.....	245	20	
" 18.	W. A. Fisher, R. J. Gittings and R. R. Boarman.	900	00	
" 20	Keyser Bros. & Co.....	30	88	
" "	J. Thomas & Son.	98	50	
" "	W. F. Wellers.....	1320	00	
" "	W. H. Harman & Co.....	30	22	
		$121,045	91	
	Amounts forward.....			$233,721 41

		Am'ts brought forward.	$121,045 91	233,721 41
March	20.	G. R. Dodge & Co.....	4 00	
"	"	Northern Central Railway	8 53	
"	"	W. H. Jordan.....	1 69	
"	"	Waesche Bros.& Co.....	761 38	
"	21.	Right of Way.....	5000 00	
"	23.	John T. Rigney.....	739 50	
"	27.	John Donoghue.....	2793 00	
"	29.	D. F. Willard	100 00	
April	1.	Trego, Thompson & Co.	205 05	
"	4.	Denmead & Son.....	663 73	
"	15.	Dougherty & Co.....	5848 99	
"	17.	A. Hoen & Co.....	110 00	
"	"	B. K. Conway.....	4386 00	
"	"	G. T. Grumbine.....	17 25	
"	"	Lyons & Smith.....	4100 00	
"	"	R. B. Osborne.....	1016 92	
"	"	John Brown.....	195 00	
"	"	L. Crawford.....	160 00	
"	"	M. Dorsey.....	60 00	
"	"	James Delphy.....	102 80	
"	"	J. T. Devilbiss.....	47 60	
"	"	Chris. Lantz.....	146 25	
"	"	J. & J. E. Fulton.....	66 00	
"	"	A. S. Zentz	280 00	
"	"	Benj. Scott.....	25 00	
"	"	Freight.....	412 50	
"	"	"	5 59	
"	"	G. R. Dodge & Co.....	70 14	
"	"	W. H. Harman.....	22 31	
"	"	Right of Way.....	12 25	
"	"	D. P. Parr.....	94 75	
"	"	W. K. Boyle.....	7 50	
"	18.	John Donoghue.....	2509 00	
			$151,013 64	
		Amounts forward.....		$233,721 41

	Am'ts brought forward...	$151,013 64	233,721 41	
April 18.	Denmead & Son	32 75		
" "	John Y. Slater	77 30		
" "	M. P. Smith	207 00		
April 18.	Shorb & Luster	26 60		
" 20.	John T. Rigney	877 65		
" 26.	Abbott Iron Company	71,550 00		
" "	Keyser Bros. & Co	367 68		
" 27.	John W. Barber	21 20		
			224,173 82	
			$457,859 23	

ENGINEER'S OFFICE,
BALTIMORE, May 17th, 1871.

GEO. M. BOKEE, ESQ.,
President Western Md. R. R. Co.

SIR:—I submit, according to your instructions, my estimate of the cost of completing the Road, from Section 16 to Section 31, at Smithsburg. It has been arranged in tabular form for the convenience of examination.

On Sheet "A," which exhibits 1st, The actual cost of graduation and masonry to Section 15. 2d, The Engineer's estimate of 1870, of the graduation and masonry of Sections 16 to 31. 3d, The amount of current estimates on these sections (16 to 31) up to April 30th ult. And 4th, The monies still required to complete the whole to Smithsburg.

Statement "B" is a combination and revision of the report to March 31st of Statement "A"; exhibiting the total cost of graduation and masonry to Smithsburg, including the amount of future expenditures; also, the total increase in cost over the estimate of 1870.

Statement "C" is merely confirmatory of "B," by using total sums to work out similar results; and

Statement "D" is an exhibition of the stock on hand and paid for, as materials to be used in future work on the Road. The excess of $32094 will be reduced 50 per cent. by the margin afforded on the Owings' Mills division in the cubic quantities under the contract.

The above, it is believed, will afford you the information required.

I am, Sir, your obedient servant,

(Signed) RICHARD B. OSBORNE.

"A."

WESTERN MARYLAND.

Statement showing amount of engineer's estimate of 1870. *Estimates to April 30th,* 1871. *The sections finished, and Smithsburg, a distance of* 16½ *miles.*

Sections 8 to 15, finished and open for Traffic January, 1871	
Section 16, Engineer's Estimate, 1870	$36,279 67
Section 16, Amount of Current Estimates to April 30th, 1871	35,252 97
Sections 17 and 18, Engineer's Estimate of 1870	12,520 12
Sections 17 and 18, Amount of Current Estimates to April 30th, 1871	7014 40
Sections 18 and 20, Engineer's Estimate of 1870	31,034 43
Sections 19 and 20, Finished and paid for Final Estimate	29,586 99
Section 21, Engineer's Estimate in 1870	6106 95
Section 21, Amount of Current Estimates to April 30th, 1871	4747 50
Section 22, Engineer's Estimate in 1870	1513 20
Sections 23 and 24, Engineer's Estimate in 1870	33,989 74
Sections 23 and 24, Amount of Current Estimates to April 30th, 1871	20,898 16

"A"

RAILROAD STATEENT.

on Sections 16 *to* 31. *The Sum of the respective Current the Monies Required from this date to Complete the Same to*

Amount remaining for future payment.....	$ 1026 70
Amount by avoidance of a side hill trestle and change of line at Owings' Creek, which was most objectionable, and by substitution of permanent bridge in lieu of a trestle of 65 feet in height, viz.: — Bridge Masonry, $10,400; Walling, $1600; Excavation of Rock, $1180; Borrowed for Emoankment $2540; Trestle Work, $2600; Bridge Superstructure, $7540. Making a total of $25,860 45, which is to be reduced by the amount left of $1026 70.....	24,833 30
These Sections, 17 and 18, will be finished for remainder of Engineer's Estimate 1870, or....	5505 72
Showing a cost below Engineer's Estimate $1447 44	
Balance of Engineer's Estimate of 1870 will complete.....	1359 45
Section 22 will be completed for amount of Engineer's Estimate.....	1513 20
These Sections can be completed fully for the Engineer's Estimate of 1870, affording a permanent Bridge instead of a Trestle on Section 23, over public road, and insuring the complete excavation of the very hard rock.....	6621 58
Section 24 with its improved line and long summit level will cost.....	6470 00

"A"

WESTERN MARYLAND

Section 25, Engineer's Estimate in 1870.....	2180 70
Section 26, Engineer's Estimate in 1870.....	20,472 39
Section 26, Amount of Current Estimates to April 30th, 1871.....	18,547 56
Sections 27 and 28, Engineer's Estimate in 1870...	11,327 13
Sections 29, 30 and 31.....	

"A."

RAILROAD CONTINUED.

This Section can be completed for this amount....	2180 70
On this Section a permanent embankment is in progress in lieu of an awkward side hill trestle. It will cost on this account $5026 over Estimate of 1870.....	6950 83
No work has been done on these Sections. The work estimated in 1870 can be done for the amount estimated; but at Raven Rock Hollow, to avoid the span of that bridge unnecessarily made 150 feet, it is proposed to erect a stout pier that will divide it into two spans of 75 feet each. This pier may cost $2000, making the amount requisite to complete all. An increase in cost over Estimate of 1870 of $2000.	13,327 00
Total amount required to finish Graduation and Masonry to Smithsburg, also the necessary Bridge Superstructure.....	$69,788 48

N. B. It will be observed that the increase of cost on Sections 16, 26 *and* 31 *is due entirely to the Improvement and addition to the works, rendering the road at these points permanent and efficient. The amount of these increases will, it is believed, be greatly reduced by the saving in the quantities on the* 1*st Divisions at the contract prices.*

(Signed)

RICHARD B. OSBORNE, *Engineer.*

Baltimore, May 17*th,* 1871.

STATEMENT B.

Revision and Combination of Report of March 31 and May 17, and explanatory thereof.

Payments to March 31, as per check Book		$111,122 62
Deduct Denmead & Davids Track and Bridge, Iron Rails, Fastening Ties, Track-laying on Section 8		86,634 78
		$24,487 84
Deduct also Sundrys for Track, Machines for Track Transportation, N. C. R. W., Belting Ties for Bridges		3,346 20
Total cost, Grading and Masonry to Section 15 which in 1870, estimate I made $18,167 80		$21,141 64
Section 16, Current Estimates		35,252 97
" 17 & 18 " "		7,014 40
" 19 & 20 Final "		29,586 99
" 21 Current "		4,747 50
" 23 & 24 " "		20,898 16
" 26 " "		18,547 56
Estimates to April 30, 1871, on Graduation and Masonry		$137,189 22
Required to finish as per Statement, May 17 to Smithsburg on the entire Graduation, Masonry and Bridge Supr		69,788 48
Total		$206,977 70

Bridge Supr. from Sec. 16 to 31	Grading and Masonry from Sec. 8 to 31	
Sec. 16 $3750		
" 17 1408		
" 25 928	156,036 13	
" 30 768		
" 31 4582		
11,456		
Trestles 7000	18,847 00	
Small Bridges 391		174,883 13
$18,847		
	Excess over estimate	$32,094 57

STATEMENT C.

Statement confirmatory of "B" by taking total amounts and comparing with total Estimates of 1870.

Expenditures as per March 31		$111,122 62
Current Estimates to April 30, Sect. 16 to 26		116,047 58
Amount called for to finish, May 17		69,788 48
16 miles of Track from 16 to 31 a $8600		137,600 00
Total		$434,558 68

As Compared with Estimate of 1870.

Grading and Masonry, Sect. 8 to 31	$156,036 13	
Bridging to Sect. 15	13,612 00	
" " 16 to 31	18,847 00	
Track 24½ miles to Sect. 31	212,170 00	400,655 13
Excess over Estimate of 1870		$33,893 55
Overplus in "B"		32,094 57
Difference, Outlay for Sundries		$1798 98

NOTE.

This $111,122 62 is made up as follows:

Grading and Masonry	$21,141 64
Nails, Fastening and Ties	86,634 78
Machines and Transportation	3346 20
	$111,122 62

STATEMENT "D."

Showing Materials on hand for future work, and paid for to April 30th, 1871:

1642 tons of Iron Rails at $72	$118,224 00
7648 sets of Iron Fastenings at 60c	4588 80
1034 Cross Ties at 40c	4136 00
1600 Splices at 23c	368 00
Iron Pipe for Water Station, and Nips	594 11
Amount carried forward	$127,910 91

Amount brought forward	$127,910 91
Machines for Shaping Track Timber	632 00
24 Gondola and Dump Cars	16,360 00
5 Passenger Cars in hands	5,335 25
2 Locomotive Engines	24,000 00
Value of Materials on hand and paid for	$174,238 16

(Signed) RICH. B. OSBORNE, *Engineer.*

Baltimore, May 17th, 1871.

APPLICATION No. 5.

Expenditures of the Finance Committee of the Western Maryland Railroad Company:

1871.			
April 27.	Cash paid to this date, as per vouchers submitted with statement		$457,859 23
May 3.	Lyons & Smith	$ 1000 00	
" 10.	W. A. Fisher	900 00	
" 12.	" "	1000 00	
" 16.	Morton, Reed & Co	9768 00	
" "	Mrs. B. K. Conway	3976 00	
" "	Denmead & Davids	1436 00	
" "	" "	3056 00	
" "	R. B. Osborne	1058 31	
" "	M. P. Smith	3144 00	
" "	Philip Dougherty	875 50	
" "	Lyons & Smith	902 90	
" "	" "	3386 00	
" 18.	John Donoghue	3258 00	
" "	Joseph Brown	45 60	
" "	C. Lantz	86 35	
" "	S. B. Manahan	35 00	
" "	L. Crawford	316 50	
" "	Isaac Miller	29 20	
" "	F. N. Welhide	40 00	
		$34,312 36	
	Amount carried forward		$457,859 23

		Am'ts brought forward...	$34,312	36	457,859 23
May	18.	G. R. Fox.....	60	00	
"	"	J. P. Miller.....	36	40	
"	"	A. S. Zentz.....	88	00	
"	19.	Jarrett Schanck.....	108	80	
"	"	John Hollingsworth.....	96	75	
"	"	Bartlett, Robbins & Co.....	60	00	
"	20.	W. H. Hagan.....	1500	00	
"	"	Jacob Hartman and wife....	65	00	
"	"	D. Preston Parr.....	418	96	
"	"	D. Preston Parr.....	673	29	
"	"	W. Md. R. R. Co., freight.	1413	55	
"	"	N. C. Railway Freight.....	246	86	
"	"	" " "	23	48	
"	"	Mackenzie Bros.....	4	60	
"	"	Trego, Thompson & Co.....	419	23	
"	"	W. H. Harman & Co.....	80	62	
"	"	Jno. T. Rigney.....	25	70	
"	22.	Loblell Carwheel Co	536	00	
"	23.	W. F. Weller.....	71	00	
"	"	Grimes & Stouffer.....	1197	20	
"	"	" "	10	65	
"	"	F. B. Loney & Co.....	1	80	
"	"	" " "	1	25	
"	"	" " "	2	82	
"	"	John T. Rigney.....	571	80	
"	27.	Keyser Bros. & Co.....	3	50	
"	30.	N. Burke, Sheriff.....	2524	75	
"	25.	D. Willard.....	50	00	
"	30.	Jno. Rouzer.....	2000	00	
June	16.	Mrs. B. K. Conway.....	3738	00	
"	"	Lyons & Smith.....	5100	00	
"	"	" "	432	00	
"	"	Denmead & Davids.....	1450	00	
"	"	" "	1200	00	
			$58,524	97	
		Amounts forward.....			$457,859 23

		Am'ts brought forward...	$58,524 97	457,859 23
June	16.	Philip Dougherty.....	397 00	
"	"	M. P. Smith.....	240 00	
"	"	R. B. Osborne.....	1033 61	
"	"	W. A. Fisher for Mrs. H. W. Davis.....	1500 00	
June	17.	Nicolai & Co.....	60 00	
"	"	Swain & Banks.....	431 96	
"	"	John Donoghue.....	3278 00	
"	"	N. C. Railway Freight....	20 64	
"	"	" " "	477 23	
"	"	" " "	12 30	
"	"	" " "	32 15	
"	"	Jacob Gminder.....	3 00	
"	"	John A. Goswey.....	18 75	
"	"	D. Preston Parr.....	16 00	
"	"	Chs. Mantz.....	9 35	
"	19.	Grimes & Stouffer.....	691 20	
"	"	W. F. Weller.....	243 60	
"	"	R. R. Boarman.....	1000 00	
"	20.	Conway, Horton & Co....	3 13	
"	"	Earhart Winters.....	211 37	
"	"	Lyons & Smith.....	2000 00	
"	21.	W. Md. Railroad Co.....	1772 56	
"	"	Mathew Nichols.....	900 00	
"	"	A. B. Wentz.....	450 00	
"	"	Henry Fitz.....	300 00	
"	22.	John T. Rigney.....	636 30	
"	"	" "	536 35	
"	"	W. Wilkins & Co.....	36 25	
"	23.	Jacob Beaver.....	40 00	
"	24.	W. A. Fisher	26 00	
"	"	Waesche Bros. & Co.....	29 90	
			$74,930 62	
		Amounts forward.....		$457,859 23

		Am't brought forward....	$74,930	62	457,859 23
June	24.	Jno. Rouzer.....	66	20	
"	"	Geo. H. Fox.....	50	00	
"	"	Jos. Whilhide	114	40	
"	"	Jno. Knott.....	52	00	
"	"	A. S. Zentz.....	160	00	
"	"	F. N. Whilhide.....	145	50	
"	26.	Nicholai & Co.....	100	00	
"	29.	G. R. Dodge & Co.....	4	00	
"	"	F. B. Loney & Co.....	14	38	
"	30.	W. A. Fisher.....	45	80	
July	1.	Keyser Bros. & Co.....	108	35	
"	3.	C. P. Barnard.....	3990	00	
"	3.	Abbott Iron Co.....	20,000	00	
"	6.	A. Abbesh.....	6	00	
"	"	W. A. Fisher, for R. Rutter	1550	00	
"	7.	L. Eckhardt & Bro.....	25	30	
"	10.	Abbott Iron Co.....	20,000	00	
"	"	N. Burke.....	1754	65	
"	11.	W. A. Fisher, for J. Howard McHenry.....	3487	00	
"	15.	W. C. Pennington.....	200	00	
"	"	W. S. Morling.....	3	00	
"	17.	John Birely.....	75	00	
"	"	Wm. Arnsferger.....	110	00	
"	"	Elias Harbaugh of C....	150	00	
"	"	D. F. Willard.	550	00	
"	"	Wm. Sellers & Co.....	891	15	
"	"	Mrs. B. K. Conway.	3356	00	
"	"	" "	2000	00	
"	"	Lyons & Smith.....	188	00	
"	"	" "	1025	00	
"	"	" "	4653	00	
"	"	Philip Dougherty.....	276	00	
"	"	Denmead & Davids.....	5032	00	
			$145,113	35	
		Amounts forward.....			$457,859 23

		Am'ts brought forward..	$145,113	35	457,859 23
July	17.	M. P. Smith	2096	64	
"	"	James McGuckin & Son	389	00	
"	"	" " "	1106	00	
"	"	R. B. Osborne	1231	33	
"	"	Isaac Miller	62	60	
"	"	Simon A. Weller	41	40	
"	"	Adam H. Engler	72	80	
"	"	Chris. Lantz	52	00	
"	"	Margaret C. Valentine	109	60	
"	"	David Burnham	40	40	
"	"	George H. Fox	11	00	
"	"	Joseph Brown	40	00	
"	"	W. H. Harman & Co	259	04	
"	"	Joseph Aitchison	1	04	
"	"	Western Maryland R. R.	1541	04	
"	"	N. C. Railway	2	60	
"	"	" "	13	90	
"	"	" "	185	06	
"	"	West'n Md. R. R. Co	154	70	
"	"	" "	143	17	
"	"	" "	571	19	
"	"	D. Preston Parr	89	40	
"	18.	W. G. Maxwell	18	17	
"	"	John Donoghue	2515	00	
"	"	Wm. West	24	84	
"	"	"	1	80	
"	"	John B. Stuart	16	68	
"	22.	R. V. Dahomey	12	00	
"	24.	Swain & Banks	143	45	
					156,059 30
					$613,918 53
"	25.	D. Preston Parr	648	30	
"	"	" "	940	50	
"	"	" "	12	00	
"	"	J. R. Nunemaker		80	
					$1,601 60
					$615,520 13

ESTIMATE No. 11.

Probable Amount required to meet the Payments of the Western Maryland Railroad Company under the New Contracts, ending June 30th, 1871.

Graduation and Masonry, Monterey Division, Sections 21 to 24	$5 000
Graduation and Masonry, Monterey Division, Section 26	3765
Graduation and Masonry, Mechanicstown Division, Sections 17 and 18	1000
Graduation and Masonry, Mechanicstown Division, Section 16	6000
Bridge Superstructure, Section 16	6000
Track, Section 16	600
Cross Ties, Section 16	1000
Graduation and Masonry, Ownings' Mills Division	
Grading and Masonry	4000
125 kegs Railroad spikes	720
25 kegs Button Head do	150
2500 sets Fastenings	1500
Engineering Expenses:	
Baltimore Division	575
Mechanicstown Division	235
Monterey Division	235
	$30,780

Engineer's Office Western Maryland Railroad, June 8, 1871.

(Signed)

RICHARD B. OSBORNE, *Engineer.*

State of Maryland, Baltimore City, to wit:

Be it remembered that on this 25th day of July, A. D., 1871, before me, the subscriber, a Justice of the Peace of the said State, in and for the city aforesaid, personally appeared Richard B. Osborne, Chief Engineer of the Western

Maryland Railroad, and made oath on the Holy Evangely of Almighty God, that the annexed statement of probable amount required to meet the payments of the Western Maryland Railroad Company. for the several articles and work enumerated under the new contracts, are true to the best of his knowledge and belief, for the month ending June 30th, 1871. Sworn before

(Signed) WM. J. KING, *Justice of the Peace.*

ESTIMATE No. 12.

Probable amount required to meet the Payments of the Western Maryland Railroad Company under the New Contracts, ending July 31st, 1871.

Graduation and Masonry, Monterey Division, Sections 21 to 24 and 25	$ 5000
Graduation and Masonry, Monterey Division, Section 26	400
Graduation and Masonry, Mechanicstown Division, Section 16	4000
Graduation and Masonry, Mechanicstown Division, Sections 17 and 18	1500
Track and Superstructure of Bridges	5000
Cross Ties	6000
Fastenings and Spikes, see below.	
Owings' Mills Division, enough called for.	
900 tons Rails	64,800
2500 sets Fastenings	1500
100 kegs Spikes	576
32 kegs Spikes	192
Engineering Expenses :	
Baltimore Office and Owings' Mills Division	600
Mechanicstown Division	235
Monterey Division	235
Williamsport Division	235
	$90,273

Engineer's Office, Western Maryland R. R., July 10, 1871.

(Signed) RICHARD B. OSBORNE, *Engineer.*

State of Maryland, Baltimore City, to wit:

Be it remembered, that on this twenty-fifth day of July, A. D., 1871, before me, the subscriber, a Justice of the Peace of the said State, in and for the city aforesaid, personally appeared Richard B. Osborne, Chief Engineer of the Western Maryland Railroad Company, and made oath on the Holy Evangely of Almighty God, that the annexed statement of probable amounts required to meet the payment of the Western Maryland Railroad Company, under the new contracts, are true to the best of his knowledge and belief, for the month ending July 31, 1871, for the several items of articles and work enumerated.

Sworn before

(Signed) WM. J. KING, *Justice of the Peace.*

APPLICATION No. 6.

Estimate No. 13.

Probable amount required to meet the payments of the Western Maryland Railroad Company under the new contracts, ending August 31, 1871.

Graduation and Masonry Monterey Division, Sections 21 to 25	$6000
Graduation and Masonry Monterey Division, Sec. 26.	765
" " Mechanicstown " 16.	2000
" " Summit to Hagerstown " 27 to 40.	3500
Track and Bridge Supr., Sections 20 to 40	2000
Cross Ties 13,000	520
5000 Sets Fastenings at 60	3000
250 Kegs Spikes at 576	1440

ENGINEERING EXPENSES.

Baltimore Office and Owings Mills' Division	600
Mechanicstown Division and to Hagerstown	235
Monterey Division	235
Williamsport Division	235
	$20,530

Engineer's Office, W. Maryland, R. R., Aug. 8, 1871.

(Signed) RICH. B. OSBORNE, *Engineer.*

State of Maryland, Baltimore City, to wit:

Be it remembered that on this thirtieth day of September, A. D., 1871, before me, the subscriber, a Justice of the Peace of the said State, in and for the city aforesaid, personally appeared Richard B. Osborne, Chief Engineer of the Western Maryland Railroad Company, and made oath on the Holy Evangely of Almighty God, that the annexed estimate of amounts required to meet the payments of the Western Maryland Rail Road Company for the work therein specified, is true to the best of his knowledge and belief, for the month of August, 1871.

Sworn before

(Signed) WM. J. KING, *Justice of the Peace.*

ESTIMATE No. 14.

Probable amount required to meet the payments of the Western Maryland Railroad Company under the new contracts ending September 30th, 1871.

Graduation and Masonry Monterey Div. Sec. 21 to 25	$2,500
" " Mechanicstown " 16.....	2,500
Track and Bridge Super Section 16 to 26.....	2,500
Graduation and Masonry Owings' Mills Division, Section 1, 2 and 8.....	4,000
Cross Ties 5000.....	2,500
100 Kegs of Spikes.....	576
20 House Cars.....	13,400

ENGINEERING EXPENSES.

Baltimore Office.....	330
Owings' Mills Division.....	258
Mechanicstown Division.....	235
Monterey Division.....	235
Williamsport Division.....	200
	$29,234

Engineer's Office, W. Maryland R. R., Sept. 8th, 1871.

(Signed) RICHARD B. OSBORNE, *Engineer.*

State of Maryland, Baltimore City to wit:

Be it remembered that, on this thirtieth day of September, A. D. 1871, before me, the subscriber, a Justice of the Peace of the said State, in and for the city aforesaid, personally appeared Richard B. Osborne, Chief Engineer of the Western Maryland Railroad Company, and made oath on the Holy Evangely of Almighty God, that the annexed estimate of amounts required to meet the payment of the Western Maryland Railroad Company for the work therein specified is true to the best of his knowledge and belief for the month ending thirtieth of September, 1871.

Sworn before

(Signed) WM. J. KING, *Justice of the Peace.*

AWARDS BY ARBITRATION

To September 28, 1871.

Amount of Land Taken.	NAMES.	Cost of Arbitration.	Amount of Damages.	Total.
Acres.				
$0\frac{21}{100}$	Galloway Cheston and Dr. James C. Thomas		4,000 00	4,000 00
$0\frac{88}{100}$				
$1\frac{10}{100}$	James Hooper and Wife		5,750 00	5,750 00
$1\frac{30}{100}$	Hamilton Easter		8,000 00	8,000 00
$2\frac{61}{100}$ & $1\frac{81}{100}$	F. Frisbey and Wife	300 00	8,000 00	8,300 00
$2\frac{27}{100}$	L. H. Cole and Wife	150 00	1,800 00	1,950 00
$2\frac{71}{100}$	Dr. Thos. H. Buckler & others		10,500 00	10,500 00
$0\frac{91}{100}$	Geo. W. Grafflin and Wife and Jno. C. Grafflin and Wife		9,146 25	9,146 25
$1\frac{76}{100}$	Dr. J. Davis Thompson	50 00	1,525 00	1,575 00
$0\frac{75}{100}$	Richard D. Maynard	25 00	324 00	349 00
$1\frac{20}{100}$	——— Brown		3,500 00	3,500 00
	BY AGREEMENT.			
$1\frac{71}{100}$	Mrs. H. Winter Davis		1,500 00	1,500 00
$0\frac{83}{100}$ & $1\frac{46}{100}$	Mrs. Rutter		1,550 00	1,550 00
$1\frac{92}{100}$	Rev. A. J. Myers		1,800 00	1,800 00
	Amount carried forward			

Amount of Land Taken.	NAMES.	Cost of Arbitration.	Amount of Damages.	Total.
	Amount brought forward.....			
Acres.	BY AGREEMENT.			
$0\frac{72}{100}$	Dr. J. P. Thom.....		875 00	875 00
$0\frac{63}{100}$	Jno. C. Mathai and Wife.....		500 00	500 00
$2\frac{76}{100}$	——— Wilhelm.....		3,050 00	3,050 00
$0\frac{12}{100}$	——— Garrish.....		100 00	100 00
	BY JURY.	Damages.	Costs.	
$9\frac{03}{100}$	J. H. McHenry.....	3,487 00	182 95	3,669 95
$1\frac{16}{100}$	Chas. B. Keyworth.....	1,500 00	446 10	1,946 10
$3\frac{52}{100}$	Thos. Sanderson.....	1,500 00	142 75	1,642 75
$1\frac{99}{100}$	Alexander Riddle.....	500 00	357 40	857 40
$1\frac{46}{100}$	Amanda Newman.....	1,500 00	70 75	1,570 75
$1\frac{57}{100}$	Daniel Dieber.....	400 00	157 31	557 31
$2\frac{06}{100}$	Mary Brutche.....	550 00	276 20	826 20
$2\frac{42}{100}$	Joshua Barnett.....	750 00	491 80	1,241 80
$3\frac{26}{100}$	Wm. Barnett, heirs of.....	1,000 00	169 50	1,169 50
$3\frac{63}{100}$	Walter F. Fundenburg.....	130 00	150 10	280 10
"	" "	650 00	338 40	988 40
$1\frac{35}{100}$	August Douglas.....	600 00	334 25	934 25

AWARDS BY ARBITRATION—Continued.

Amount of land taken.	NAMES.	Cost of Arbitration.	Amount of Damages.	Total.
	Amount brought forward.....			
Acres.	BY JURY.			
$2\frac{53}{100}$	John Lewin.....	1,648 00	152 45	1,800 45
$2\frac{0}{100}$	Helen W. Johnston.....	2,700 00	493 60	3,193 60
$1\frac{96}{100}$	J. E. Phillips.....	2,500 00	482 65	2,982 65
$0\frac{22}{100}$	M. B. Howard.....	25 00	180 30	205 30
$1\frac{34}{100}$	A. B. Patterson.....	5,000 00	620 60	5,620 60
	Expenses; Juries, Legal Services, &c.....			12,474 13
				$104,406 49
	UNSETTLED CASES.			
$5\frac{56}{100}$	R. J. Gittings.....			
	A. B. Patterson.....			
	T. S. Keerl.....			
	Jno. Rogers.....			

Statement of Sale of Bonds by Finance Committee of the Western Maryland Railroad Company.

Date.	No. of Bonds Sold.		Discount.	Commission.	Net Proceeds.
1871.					
April 12	550	Bonds sold as per statement	$58,499 55	$3,202 50	$488,297 95
May 17	50	" to Brothers Boninger	3,875 00		46,125 00
June 21	10	" by Johnston Brothers & Co	653 43	50 00	9,296 57
" 26	3	" " " "	183 70	15 00	2,801 30
" 11	4	" " " "	352 67	20 00	3,627 33
July 5	1	" " " "	90 00	5 00	905 00
" 18	1	" " " "	87 04	5 00	907 96
" 21	13	" " " "	1,125 12	65 00	11,809 88
" 25	2	" " " "	171 78	10 00	1,818 22
" 29	½	" " " "	42 62	2 50	454 88
" 31	4	" " " "	340 00	20 00	3,640 00
Aug'st 2	½	" " " "	42 29	2 50	455 21
" 3	2	" " " "	168 82	10 00	1,821 18
" 3	1	" " " "	84 41	5 00	910 59
" 3	½	" " " "	42 20	2 50	455 30
" 9	1	" " " "	83 43	5 10	911 47
" 10	1	" " " "	83 43	5 10	911 47
		Amounts carried forward	$65,925 49	$3,425 20	$575,149 31

Statement of Sale of Bonds by Finance Committee of Western Maryland Railroad Co.—Continued.

Date.	No. of Bonds Sold.		Discount.	Commission.	Net Proceeds.
1871.					
		Amount brought forward.....	$65,925 49	$3,425 20	$575,149 31
Aug't 18	1	Bonds sold by Johnston Brothers & Co	82 50	5 00	912 50
" 19	1	" " " "	81 78	5 00	913 22
" 31	2	" " " "	159 62	10 00	1,830 38
Sept'r 6	2	" " " "	157 64	10 00	1,832 36
" 9	1	" " " "	78 33	5 00	916 67
" 12	8	" " " "	622 69	40 00	7,337 31
" 16	1	" " " "	77 18	5 00	917 82
" 18	1	" " " "	76 85	5 00	918 15
" 23	½	" " " "	38 01	2 50	459 49
" 27	1	" " " "	75 37	5 00	919 63
	663		$67,375 46	$3,517 70	$592,106 84
		Discount.....			67,375 46
		Commissions.....			3,517 70
					$663,000 00

EXPENDITURES

Of the Finance Committee of the Western Maryland Railroad Company.

1871.			
July 25.	Cash paid to this date, as per vouchers submitted with statement	$615,520	13
" "	Lyons & Smith	2,000	00
Aug'st 2.	James Ohler	274	00
" 3.	Mrs. Bowman	225	00
" 9.	Abbott Iron Company	400	00
" "	A. Riddle	500	00
" 16.	Denmead & Davids	4,325	00
" "	James McGuckin & Co	3,459	00
" "	R. B. Osborne	1,176	18
" "	B. K. Conway	3,335	00
" 22.	Abbott Iron Company	56	88
" "	Lyons & Smith	4,751	50
" 28.	John Donoghue	740	00
" 29.	Abbott Iron Company	56	58
" "	T. A. Wilhide	20	79
" "	Henry Wilhide	67	60
" "	J. C. Egler	46	8
" "	Charles Egler	42	60
" "	John Knott	66	40
" "	James B. Brown	104	80
" "	John Tours	80	80
" "	D. A. Burham	20	00
" "	W. A. Burham	30	00
" "	Samuel Manahan	30	00
" "	George Fox	27	20
Sept'r 4.	Abbott Iron Company	8,000	00
" "	Interest	161	12
" 9.	Lyons & Smith	4,818	10
" 11.	Abbott Iron Company	8,000	00
" 16.	Interest	785	86
	Amount carried forward	$659,120	84

Amount brought forward			$659,120 84
September 16.		Advertising	126 63
"	"	Revenue Stamps	53 90
"	"	B. K. Conway	2,913 00
"	"	Denmead & Davids	1,642 00
"	"	John Donoghue	5,263 33
"	"	Philip Dougherty	425 05
"	"	James McGuckin & Co	5,745 00
"	"	R. B. Osborne	1,253 94
"	"	M. P. Smith	2,841 60
"	"	" "	3,760 56
"	"	" "	20 68
"	"	D. W. Willard	150 00
"	"	Lyons & Smith	3,552 00
"	"	" "	1,411 00
"	"	" "	1,500 00
"	"	Litchfield & McMillan	19 19
"	18.	Wm. Fuller & Co	23 00
"	"	Morton, Reed & Co	43 25
"	"	Wm. Wilkins & Co	48 00
"	"	W. Bollman	135 31
"	"	W. F. Weller	450 80
"	"	J. Lewis Beaver	303 75
"	"	" "	110 77
"	"	Daniel Frazier	147 20
"	"	" "	61 60
"	"	Grimes & Stouffer	1,754 80
"	"	George W. Owens	21 20
"	"	Isaac Draper	22 00
"	"	W. F. Brown	70 00
"	"	F. N. Wilhide	101 25
"	"	Geo. C. Fox	69 40
"	"	J. T. Devilbiss	37 00
"	"	J. B. Brown	229 00
"	"	L. S. Winterode	30 60
Amount carried forward			$693,457 05

	Amount brought forward	$693,457	05
Sept'r	18	F. F. & G. W. McCardell	23	50
"	19	Geo. M. Bokee, Interest	47	67
"	"	Dr. Thomas	4,000	00
"	"	Mrs. Johnston	2,700	00
"	"	L. H. Cole	1,800	00
"	"	J. Barnett	750	00
"	"	Dr. Thompson	1 849	00
"	"	— Saunderson	1.500	00
"	"	Dr. Fundenburg	780	00
"	"	R. R. Boarman	1,025	00
"	"	R. J. Gittings	2,025	00
"	"	C. P. Barnard	1,470	00
"	"	Ed. Reese	195	20
"	"	Geo. Lamott	362	00
"	21	Jno. T. Rigney	77	65
"	"	" "	911	95
"	"	" "	794	80
"	"	Earhart Winters	111	75
"	"	N. C. R. R. Freight	250	88
"	"	" " "	3	74
"	"	" " "	1	50
"	"	" " "	4	45
"	"	" " "	148	68
"	"	" " "		77
"	"	D. P. Parr, Treasurer	329	07
"	"	A. S. Abell & Co., Advertising	25	63
"	"	A. Albert	3	20
"	"	Coakley Bros	1	85
"	"	J. T. Rigney	624	10
"	"	" "	559	70
"	"	D. Preston Parr	83	30
"	"	Abbott Iron Co	147	00
"	"	Wm. Boyler	100	00
"	"	W. M. R. R. Co., Freight	1,047	31
	Amount carried forward	$717,211	75

		Amount brought forward.....		$717,211 75
Sept'r	21	W. M. R. R. Co. Freight.....	1,241 69	
"	"	Nicolai & Co..	200 00	
"	"	" "	100 00	
"	"	J. Robinson.....	83	
"	"	F. B. Loney & Co.....	1 62	
"	"	" "	45 85	
"	22.	Conway, Horton & Co	32 00	
"	"	F. W. Mulhoffer.....	5 00	
"	"	W. T. Weller.....	400 00	
"	23	D. Preston Parr.....	5,016 64	
"	"	Abbott Iron Co.....	8,000 00	
"	26	Henry Yingling.....	48 25	
				$732,305 63
	July 10.	Less Engineering Returned.....	14,273 83	
				$718,031 80
September 30.		Deduct Freight for W. M. R. R. Co..... $14,707 43		
"	"	Deduct Interest..... 4,716 14	19,423 57	
				698,608 23
"	"	Deduct Expenditures on Owings' Mills Division.....	49,069 53	
				$649,538 70
"	"	Bills Payable.....		$ 30,190 03

Estimate of the Graduation and Masonry of the revised location of the Owings' Mills Division, from the Junction with the Western Maryland Railroad to the Junction with the Baltimore and Potomac Railroad at Baltimore, being a distance of 51,718 *feet,* $9\frac{7}{10}\frac{9}{00}$ *miles.*

SECTION 1.

Earth	$2,843 94	
Loose Rock	3,866 00	
Solid Rock	3,898 10	
Borrowed	1,760 00	
Overhaul	780 00	
Dam Masonry	12 00	
Culvert "	2,915 00	
Bridge "	10,001 00	
Brick "	758 00	
Current Estimates to date	10,161 69	
		$37,005 73

SECTION 2.

Earth	$892 00	
Loose Rock	264 80	
Borrowed	744 70	
Overhaul	135 00	
Drain Masonry	151 20	
Bridge "	467 50	
		$2,655 20

SECTION 3.

Earth	$3,626 70	
Loose Rock	1,600 00	
Solid Rock	1,700 00	
Borrowed	1,732 72	
Overhaul	792 00	
Drain Masonry	168 00	
Culvert "	770 00	
Bridge "	2,310 00	
Brick "	168 00	
		$12,867 42

Section 4.		
Earth	$3,678 40	
Loose Rock	2,000 00	
Borrowed	1,540 00	
Overhaul	315 00	
Drain Masonry	156 00	
Bridge "	3,300 00	
		$10,989 40
Section 5.		
Earth	$1,100 00	
Loose Rock	800 00	
Solid Rock	478 55	
Overhaul	1,800 00	
Drain Masonry	550 00	
		$4,728 55
Section 6.		
Earth	$2,143 68	
Loose Rock	1,400 00	
Solid Rock	1,700 00	
Borrowed	266 86	
Overhaul	840 00	
Drain Masonry	96 00	
Bridge "	1,650 00	
		$8,096 54
Section 7.		
Earth	$4,809 20	
Loose Rock	4,800 00	
Solid Rock	6,885 00	
Borrowed	1,540 00	
Overhaul	900 00	
Drain Masonry	789 60	
Bridge "	4,290 00	
Brick "	1,104 00	
Masonry of Trestles	1,595 00	
		$26,712 80
		$103,055 64

RECAPITULATION.

Section 1	$37,005 73	
" 2	2,655 20	
" 3	12,867 42	
" 4	10,989 40	
" 5	4,728 55	
" 6	8,096 54	
" 7	26,712 80	
		$103,055 64

Total Graduation and Masonry Sections 1 to 7.

Estimates of 1870 for same Section $120,054 40

Graduation and Masonry of New Line to the Junction with the Baltimore and Potomac Railroad being an increase of 3400 feet of road bed to contract.

Section 8.

Earth	$11,409 20	
Loose Rock	6,000 00	
Solid Rock	1,700 00	
Overhaul	18,150 00	
Bridge Masonry	2,436 00	
Current estimate to date	1,967 32	
		$41,662 52

Graduation and Masonry of the old bed of the Union Railroad from Section 1 to the Junction with the Western Maryland Railroad Track near Owings' Mills.

Earth	$765 60	
Loose Rock	1,640 00	
Solid "	255 00	
Forward	$2,660 60	$144,718 16

Amount brought forward	$2,660 60	$144,718 16
Borrowed	1,434 40	
Culvert Masonry	880 00	
Bridge ,,	165 00	
Drain ,,	144 00	
Overhaul	540 00	
		$5,824 00
Cost of Graduation and Masonry between Owings' Mills and Baltimore and Potomac Junctions		150,542 16
Bridge Superstructure for same		7,382 00
Track Superstructure.		
27,400 Ties at 50c	$13,700 00	
880 tons Rails at $72	63,360 00	
3,600 Fastenings at 60c	2,160 00	
3,600 Splice Blocks at 25c	900 00	
56,000 lbs. Spikes at $3 84	2,150 00	
Laying Track	3,250 00	85,520 00
Total		$243,444 16

Baltimore, September 18th, 1871.

(Signed)

RICHARD B. OSBORNE, *Engineer.*

Statement of Expenditures on Owings' Millls Division by Finance Committee of the Western Maryland Railroad Company, September 28th, 1871.

1871.			
March	18.	W. A. Fisher, R. J. Gittings and R. R. Boarman, Retaining Fees	900 00
April	17.	W. K. Boyle, Printing	7 50
May	10.	W. A. Fisher, Legal Services	900 00
"	12.	" " " "	1,000 00
		Amount carried forward	$ 2,807 50

		Amount brought forward.....	$2,807 50
May	30.	N. Burke, Sheriff's Costs for Juries...	2,524 75
June	16.	Mrs. H. W. Davis, Right of Way...	1,500 00
"	17.	J. B. Gaither, Examining Title Johnson Case.....	10 00
"	"	R. B. Osborne, Expenses.....	6 00
"	19.	R. R. Boarman, Legal Services.....	1,000 00
"	24.	W. A. Fisher, Recording Deed H. W. Davis	6 00
"	24.	W. A. Fisher, J. Miller for Writs...	20 00
"	30.	W. A. Fisher, S. B. Mattam, Magistrate's Fees.....	45 80
July	3.	C. P. Barnard, Jury Expenses.....	3,990 00
"	6.	A. Albert, Sheriff's Fees.....	6 00
"	"	Mrs. Rutter, Right of Way.....	1,550 00
"	10.	N. Burke, Sheriff's Costs for Juries.	1,754 65
"	11.	J. H. McHenry, Right of Way.....	3,487 00
"	15.	W. C. Pennington Right of Way....	200 00
"	"	W. S. Morling, Witness Fees.....	3 00
"	17.	James McGuckin & Co., Contractors	389 00
"	"	" " "	1,106 00
"	"	Geo. M. Bokee, Jury Expenses.....	46 65
"	"	" " " "	15 75
"	"	W. A. Fisher, Recording Deed, Rutter.....	7
"	18.	J. B. Stuart, Gate Tolls.....	16 68
"	25.	W. A. Fisher, Legal Services.....	900 00
"	"	" " Almoneys Fees.....	22 00
"	"	" " Recording Deed, McHenry.....	14 00
August	9.	Alex. Riddle, Right of way.....	500 00
Sept.	18.	L. S. Winterode, Rooms &c., for Juries.....	30 00
"	19.	Dr. Thomas, Right of Way.....	4,000 00
"	"	Mrs. Johnson " "	2,700 00
		Amount carried forward.....	$28,658 53

		Amount brought forward.	$28,658 53
Sept'r	19.	L. H. Cole, Right of Way.....	1,800 00
"	"	J. Barnett "	750 00
"	"	Dr. Thompson "	1,849 00
"	"	Thos. Sanderson "	1,500 00
"	"	Dr. Fundenburg "	780 00
"	"	R. R. Boarman, Legal Services.....	1,025 00
"	"	R. J. Gittings, " "	2,025 00
"	"	C. P. Barnard, Jury Expenses	1,470 00
"	21.	A. Albert, Sheriff's Fees.....	3 20
"	22.	Mr. Mulhoffer, Buggy Hire.....	5 00
August	16.	James McGuckin & Co., Contractors.	3,459 00
Sept.	16.	" " " "	5,745 90
			$49,069 53

1870—Ordinance No. 11.

An Ordinance *to authorize the endorsement or guarantee by the Mayor and City Council of Baltimore of the Montgage Bonds of the Western Maryland Rail Road Company, and to provide a sinking fund in connection therewith.*

Section 1. *Be it enacted and ordained by the Mayor and City Council of Baltimore*, That the Register of the City, upon presentation to him of the bonds of the Western Maryland Rail Road Company, amounting in the aggregate to the sum of fourteen hundred thousand dollars, and payable on the first day of January, 1900, with interest at the rate of six per centum per annum, payable half yearly in the City of Baltimore on the first day of January and July in each and every year, be and he is hereby authorized and directed to cause the same to be endorsed with the guarantee of the Mayor and City Council of Baltimore, which endorsement shall be made in the manner, at the times, and after compliance with the provisions hereinafter mentioned.

Register to endorse Western Maryland Rail Road Bonds.

Amount.

Interest half-yearly.

To be endorsed by the Mayor & Council.

Sec. 2. *And be it enacted and ordained*, That the endorsement of the bonds provided for in the next preceding section of this ordinance shall either be made in writing, or by causing the same to be printed or engraven on the said bonds, and the said endorsement shall be signed by the Mayor and countersigned by the Register of the City for the time being, and shall have affixed thereto the corporate seal of the City, and shall be in form following:

Endorsement to be written, printed or engraved.

Signed by the Mayor and countersigned by the Register.

To have Corporate seal.

"For value received, the Mayor and City Council of Baltimore hereby guarantees the payment of the principal and interest of the within bond, in accordance with an ordinance, entitled, 'An ordinance to authorize the endorsement or guarantee by the Mayor and City Council of Baltimore of the mortgage bonds of the Western Maryland Rail Road Company, and to provide a sinking fund in connection therewith—approved 1870;'

Form of endorsement.

Ordinance 11. which ordinance was subsequently submitted to and ratified by the people of Baltimore. Witness the signature of the Mayor and Register of the City of Baltimore and its corporate seal;" and the blank left in the above form for the date of the approval of this ordinance shall be filled with the date of said approval. The coupons attached to said bonds shall also contain the endorsement of the guarantee of the said Mayor and City Council of Baltimore, by having written, printed or engraven thereon the words, "Guaranteed by the Mayor and City Council of Baltimore," to which shall be attached the name of the Register, for which purpose a fac-simile of his signature may be employed.

Attest.

Guarantee.

Subject to Act of General Assembly.

To be submitted to the legal voters.

R. R. Co. to give mortgage

To be approved by City Counsellor.

SEC. 3. *And it further enacted and ordained*, That the endorsement of said bonds shall not be made unless, and until an Act shall be passed by the General Assemby of Maryland authorizing the said endorsement, nor unless and until this ordinance shall have been submitted to the legal voters of the City of Baltimore in the manner hereinafter mentioned, and a majority of the votes cast at the said election shall be in favor of the said ordinance; and before any endorsement of said bonds shall be made, the said Western Maryland Rail Road Company shall deliver to the Register of the City a deed of mortgage, duly executed and acknowledged, and in such form and with such covenants and conditions as shall be approved by the City Counsellor, wherein and whereby there shall be conveyed to the said Mayor and City Council of Baltimore, all the road and railway of the said Company, as now or hereafter to be constructed, and all its franchises, rights, tolls and revenues, rolling stock, machinery, and all its other estate, real, personal and mixed, of every kind and description, by way of mortgage to secure and indemnify the said Mayor and City Council of Baltimore, for and in its endorsement and guarantee of the said bonds, and for all charges and expenses connected therewith, which mortgage shall be next in priority to those now already executed by said Company,

and shall contain proper covenants for the payment by said Western Maryland Rail Road Company of the principal and interest of the bonds heretofore mentioned, at and when the same shall respectively become due and payable. And the said bonds shall be applied only to the purposes mentioned in this ordinance; and all the expenses of the execution and recording of said mortgage shall be paid by said Company at the time of said execution and recording.

Additional Directors by amendment of charter.

SEC. 4. *And be it further enacted and ordained*, That the endorsement of the said bonds hereinbefore authorized shall not be made, unless and until such an amendment to the charter of the said Western Maryland Rail Road Company, shall be made by an act of the General Assembly of Maryland and accepted by said Company, as will give to the Mayor and City Council of Baltimore such an additional number of Directors as will secure to the said city, a majority of three members in the Board of Directors.

Committee to dispose of Bonds.

SEC. 5. *And be it further enacted and ordained*, That before any of the bonds of the Western Maryland Rail Road Company shall be endorsed under the provisions of the ordinance, the said Western Maryland Rail Road Company shall authorize and empower Charles Morton Stewart, John K. Longwell and George M. Bokee, who now constitute the Finance Committee of the said Company, or a majority of them, from time to time, to receive the bonds so to be endorsed by the City of Baltimore, and dispose of the same, the proceeds thereof to disburse, under the provisions of this ordinance; which persons shall give bond to the said Mayor and City Council of Baltimore in the penalty of fifty thousand dollars, with such surety or sureties as shall be approved of by the Mayor of the City, conditioned that they will faithfully apply all the bonds guaranteed by the City, under the provisions of this ordinance, which they shall receive, or the proceeds thereof to the purposes for which it is hereby declared the said bonds, or their proceeds, are to be solely devoted, and to no other purpose; and

Committee of Finance to give bond, $50,000.

Bond to be approved by the Mayor.

ORDINANCE 11. when the said persons shall have given bond as aforesaid, the bonds for whose endorsement provision is made by this ordinance, shall be endorsed in the manner in this ordinance directed, and shall be delivered to them as the representatives of said Company, at such times and in such amounts as the same shall be required in the course, and for the purpose of the completion of the construction of the said Western Maryland Rail Road as an independent road from the City of Baltimore to Williamsport, and for its equipment, for which purposes alone it is hereby declared the said bonds or their proceeds shall be applied. And whenever in the judgment of the said members of the Committee of Finance of said Company it is necessary and requisite that a portion of said endorsed bonds should be delivered to them for the purposes aforesaid, they shall, at least ten days before the time at which they will require the delivery of said bonds, make a written application therefor to the Mayor and Commissioners of Finance of the city, and shall accompany the same with a full statement in writing, under oath, showing for what items of expenditure in the equipment of said road, or in said work of construction of said road, and on what part thereof, the said bonds asked for by them, or their proceeds, are to be applied by them, and also proper vouchers showing the application of all bonds endorsed under the provisions of this ordinance, previously delivered to them; and the said Mayor and Commissioners of Finance, upon being satisfied that a proper application has been made of all bonds so before delivered by them under this ordinance, shall deliver to the said Committee of Finance of said Company, at the time by them designated in their aforesaid written application, the quantity of bonds mentioned in their said application, unless in the judgment of said Mayor and Commissioners of Finance of the city, or in the judgment of a majority of them, the said amount is beyond what is needed for the purpose designated, in which event they shall deliver only such an amount of said bonds as in

Rail Road to be an independent one.

Com. of Finance to make application in writing.

Under oath.

Produce vouchers.

their judgment, or in the judgment of a majority of them, shall be necessary for such purpose; and the persons so receiving said bonds shall see to and shall be responsible, as shall their bond, for their proper application to the purposes designated by them as those for which said bonds are needed.

Persons receiving bonds to be responsible.

SEC. 6. *And be it further enacted and ordained.* That upon the removal, death, resignation, or other disqualification of the persons above named as constituting the Committee of Finance of said Western Maryland Rail Road Company, or either of them, then no further delivery of the bonds mentioned in this ordinance shall be made to the said Western Maryland Rail Road Company until some other person shall have been designated by said Company to fill the vacancy thus occurring, and the person thus designated shall have given bond as aforesaid; and as often as a vacancy shall occur in the said Committee of Finance of said Company, and it shall be filled by said Company, and the person or persons thus appointed shall have bonded as aforesaid, they shall perform all the functions and discharge all the duties in reference to said bonds above designated, to be performed and discharged by those now constituting said committee; and two of said committee shall be directors on the part of the city. And if, in the judgment of the Mayor, the bond which shall have been given by the persons constituting the Committee of Finance of said Company, under the provisions of this ordinance, or any of them, shall become sufficiently impaired in value, by reason of a change in the pecuniary condition of the sureties, as to make it prudent that a new bond should be given, then no further delivery of bonds shall be made hereunder until a new bond shall have been given and approved by the Mayor, conditioned as hereinbefore provided.

Case of death, &c., of Committee of Finance, no more bonds to be issued until successor has bonded.

New bonds to be given.

SEC. 7. *And be it further enacted and ordained,* That the said bonds, for the endorsement of which provision is made by this ordinance, shall, when endorsed, be delivered by the Register to the

ORDINANCE 11. Mayor and Commissioners of Finance, to be by them delivered, under the provisions of this ordinance, to the Western Maryland Rail Road Company; and the said bonds, when delivered as aforesaid to the aforementioned representatives of said Company, shall be sold or disposed of by them only in such manner and at such times as shall be approved of by the Mayor and Commissioners of Finance, or a majority of them.

Bonds to be delivered to W. M. R. R. Co.

Bonds disposed of only as sanctioned by Mayor, &c.

SEC. 8. *And be it further enacted and ordained*, That before any of the bonds, for the endorsement of which provision is made in this ordinance, shall be delivered to the said Western Maryland Rail Road Company or its representatives, the said Company shall have located a new, direct and independent line of rail road from a point at or near Owings' Mills, to a point in the city of Baltimore west of Pennsylvania avenue. And the Mayor and Commissioners of Finance of the said city shall, before the delivery, as aforesaid, of any of the said bonds, require that the Finance Committee of the said Company shall produce to them a duly certified copy or copies of a contract or contracts, entered into by the said Rail Road Company with a competent party or competent parties, for the construction and completion of the said new and independent line from Owings' Mills to Baltimore, as well as for the completion of the road of said Company from its present western terminus to Williamsport, within a reasonable time; and the said Mayor and Commissioners of Finance shall further require that the said contract or contracts shall be examined and approved by the City Solicitor; and the said contract or contracts shall not be made until an advertisement shall have been published in one or more newpapers published in the cities of Baltimore, Philadelphia and New York, inviting proposals for the doing of said work, so to be contracted for, nor until said Company shall have considered fairly the proposals which may be made to it in answer to the said advertisement. And the said Mayor and Commissioners of Finance shall further require, before

R. R. Co. to locate line from or near Owings' Mills

R. R. Co. to produce certified copies of contracts.

Contracts to be approved by City Solicitor.

Proposals to be invited by advertisement.

the delivery of any of the bonds as aforesaid, that satisfactory evidence shall be produced to them, certified by the said Finance Committee of the said Rail Road Company, that the said Company has secured sufficient means, by stock subscriptions or otherwise, together with the amount to be derived from the bonds hereinafter set apart and especially reserved for that purpose to ensure the completion of the aforesaid new and independent line from Owings' Mills to Baltimore; and the said Mayor and Commissioners of Finance shall further require, as one of the conditions upon which any of the said bonds shall be delivered as aforesaid, that the said Company shall guarantee to locate their principal or main work and repair shops in or adjacent to the city of Baltimore. ORDINANCE 11. Completion to be insured.

SEC. 9. *And be it further enacted and ordained*, That $200,000 of the bonds for whose endorsement provision is made by this ordinance shall be set apart and reserved for and exclusively applied to the construction of the said new and independent line from Owings' Mills to Baltimore, mentioned and stipulated for in the next preceding section of this ordinance, and that the said Western Maryland Rail Road Company, before appropriating any portion of the bonds for the endorsement of which provision is made in this ordinance, to the completion or construction of that part of its road west of Smithsburg in Washington County, shall set apart and apply a sufficient portion of the said bonds to complete the construction of the said road from its present terminus at Big Pipe Creek, in Carroll County, to Smithsburg, in Washington County; and before the said Mayor and Commissioners of Finance shall allow any portion of said bonds to be applied to the construction of the said road between Smithsburg and Hagerstown, they shall be satisfied that the said Western Maryland Rail Road Company has entered into a contract or contracts as hereinbefore mentioned for the completion of said portion of said road east of Smithsburg, and shall reserve enough of said bonds to pay the price at which said portion of said work is contracted for. $200,000 to be set apart. For independent line. To complete the road to Smithsburg.

ORDINANCE 11. Sinking Fund $200,000.

SEC. 10. *And be it enacted and ordained*, That, of the fourteen hundred thousand dollars of bonds for whose endorsement provision is hereinbefore made by section one of this ordinance, two hundred thousand dollars of said bonds shall be retained by the Register toward a sinking fund; and the interest derived from the bonds so retained shall be from time to time invested by the Commissioners of Finance; and if, at or prior to the maturity of said fourteen hundred thousand dollars of said bonds, the same, together with all others upon which the City may be liable as endorser or guarantor of said Company, shall in principal and interest have been redeemed by the said Company, then the said two hundred thousand dollars bonds, so deposited with the Register, shall be cancelled, and the accumulated income derived from said bonds shall be returned to said Company; and whenever the accumulated income in the hands of the said Commissioners of Finance shall reach an amount sufficient to redeem the whole amount of bonds to be endorsed under the provisions of this ordinance, and delivered to said Company, then the Commissioners of Finance may give notice through the daily papers of the City of Baltimore of the time and place for the redemption of said bonds, and redeem the same out of the said sinking fund so derived from the accumulated income; and when the said outstanding bonds shall have been so redeemed, the said bonds so retained by the Register shall be cancelled; and before the Register shall endorse any part of the twelve hundred thousand dollars of said bonds which are designed by this ordinance to be delivered to the said Western Maryland Rail Road, there shall have been delivered to him by said Company the two hundred thousand dollars of said bonds mentioned in this section.

Retained by Register.

Interest to be invested.

Bonds to be cancelled.

Notice of time of redemption.

Submitted to legal voters.

SEC. 11. *And be it enacted and ordained*, That this ordinance shall be submitted to the legal voters of the City of Baltimore for their approval or disapproval, at an election to be held on the third Tuesday next after the passage of an act by

the General Assembly of Maryland authorizing such endorsement of bonds, on which day polls shall be opened at the usual places of voting in the various precincts of said city, which polls shall be opened and closed at the time provided by law for other elections; and at said election each of said voters, who shall approve the adoption of this ordinance, shall deposit a ticket or ballot on which shall be written or printed the words "For the Ordinance," and each of said voters who shall disapprove of the adoption of this ordinance shall deposit a ticket or ballot, upon which shall be written or printed the words, "Against the Ordinance." ORDINANCE 11.

SEC. 12. *And be it enacted and ordained*, That immediately upon the closing of the polls, the judges of election in the several precincts shall count the ballots deposited at such election, and shall make return to the Mayor of the City of Baltimore of the number of votes cast "For the Ordinance," and the number of votes cast "Against the Ordinance;" and if a majority of the votes shall have been cast in favor of the ordinance, the Mayor shall certify the fact to the Presidents of the respective Branches of the City Council, and the said endorsements may be made immediately thereafter, subject, however, to the provisions as to said endorsement, hereinbefore contained. Judges of election shall certify returns to the Mayor. Return of votes cast. Mayor to certify. Subject to provisions.

SEC. 13. *And be it enacted and ordained*, That a copy of this ordinance and notice of the time of holding the said election, shall be published in at least four of the daily papers of the city of Baltimore, twice a week for two weeks next preceding said election. Publication of Ordinance.

SEC. 14. *And be it enacted and ordained*, That the Comptroller is hereby authorized and directed to have printed tickets of the description mentioned in the 11th section of this ordinance, and placed at the polls on the day of the said election, and that the Register be and he is hereby authorized and required to pay the expenses of said printing, and of the publication aforesaid, and of said election, out of any money in the Treasury not otherwise appropriated. Comptroller to have tickets printed. Register to pay expenses.

ORDINANCE 11.

Mayor to send copy to the General Assembly.

SEC. 15. *And be it enacted and ordained*, That the Mayor of the City of Baltimore be and he is hereby requested to transmit a duly certified copy of this ordinance to the General Assembly of Maryland during its present session, and respectfully request the passage of an act to authorize the endorsement and loan of the credit of the city provided for in this ordinance.

To take effect.

SEC. 16. *And be it enacted and ordained*, That this ordinance shall take effect from its passage.

Approved January 26, 1870.

ROBERT T. BANKS, *Mayor*.

1869—Ordinance No. 59.

An Ordinance *to authorize a subscription of One Million of Dollars to the Stock of the Valley Railroad Company in the State of Virginia, and a Loan to pay such Subscription.*

Section 1. *Be it enacted and ordained by the Mayor and City Council of Baltimore*, That the Commissioners of Finance of said City be, and they are hereby authorized and required, in the name of the city of Baltimore, to subscribe for one million of dollars of the stock of the Valley Railroad Company, in the State of Virginia: and from time to time, as may be required for the purpose of paying such subscription, the Register of the city be and he is hereby authorized and directed to issue the bonds of the city of Baltimore; the proceeds of the sale of such bonds to be used to pay the quotas of the said city's subscription to said stock, as the same may be called for by the said Company; said bonds to be issued in sums of not less than one hundred dollars each, redeemable in fifteen years, and bearing interest at the rate of six per cent. per annum, payable quarterly, and transferable as other city bonds are transferred; provided, however, that such subscription shall not be made until the further sum of two million two hundred thousand dollars shall have been validly subscribed to the stock of said Valley Railroad Company, either by the counties and towns in the Valley of Virginia, or by persons or corporations solvent and able to pay the amounts of their respective subscriptions; nor until at least thirty per cent. of the amount of every subscription which shall be made to said stock by individuals or corporations, other than said counties, shall have been paid in cash to said company: nor unless at least one million of dollars of the aforesaid two million two hundred thousand dollars shall have been subscribed by the said counties and towns in the Valley of Virginia, or

Subscription of one million of dollars.

Issue bonds of the city.

Six per cent. interest.

Proviso.

$2,200,000 to be subscribed by counties.

Ordinance 59.

by corporations or persons resident therein, and solvent, and able to pay the amount of their respective subscriptions; and provided further, that no payment on such subscription shall be made until provision, satisfactory to the said Commissioners of Finance has been made by said Valley Railroad Company, by additional subscriptions of stock or otherwise, for the means to construct and complete said railroad throughout its entire length, from Harrisonburg, in the county of Rockingham, to Salem, in the county of Roanoke, in the State of Virginia; and provided further, that the city of Baltimore, as a stockholder in said Valley Railroad Company, shall be entitled to all the rights and privileges of other persons and corporations holding stock in the same, and that no preference shall be given or allowed by said Company to any other stockholders over said city of Baltimore; and provided further, that said subscription shall not be made, nor said debt be contracted, until the same be authorized by an act of the General Assembly of the State of Maryland, nor until this Ordinance be approved by the votes of a majority of the legal voters of the city of Baltimore, cast at the time and places hereinafter designated.

Proviso.

Proviso.

Submitted to voters.

Sec. 2. *And be it further enacted and ordained*, That this Ordinance shall be submitted to the legal voters of the city of Baltimore for their approval or disapproval, at an election to be held on the third Thursday next after the passage of an act by the General Assemby of Maryland authorizing such subscription and debt; on which day polls shall be opened at the usual places of voting in the various precincts of said city, which polls shall be opened and closed at the time provided by law for other elections; and at said election, each of said voters who shall approve the adoption of this Ordinance shall deposit a ticket or ballot on which shall be written or printed the words "For the Ordinance;" and each of said voters who shall be opposed to the adoption of this Ordinance shall deposit a ticket or ballot upon which shall be written or printed the words "Against the Ordinance."

For or against the ordinance.

ORDINANCE 59.

SEC. 3. *Be it further enacted and ordained*, That immediately upon the closing of the polls, the judges of election in the several precincts shall count the ballots deposited at such election, and shall make return to the Mayor of the city of Baltimore of the number of votes cast "For the Ordinance," and of the number of votes cast "Against the Ordinance;" and if a majority of the votes shall have been cast in favor of the Ordinance, the said Mayor shall certify the fact to the Presidents of the respective Branches of the City Council; and this Ordinance shall take effect as to such subscription and debt from the date of said certificate.

Ballots counted.

Mayor to certify.

Take effect.

SEC. 4. *Be it further enacted and ordained*, That a copy of this Ordinance, and notice of the time of holding the said election, shall be published in at least four of the daily newpapers of the city of Baltimore twice a week for two weeks next preceding said election.

Notice to be published.

SEC. 5. *Be it further enacted and ordained*, That the Comptroller be and he is hereby authorized and directed to have printed, tickets of the description mentioned in the second section of this Ordinance, and placed at all the polls of said city on the day of said election; and that the Register be and he is hereby authorized and directed to pay the expenses of said printing and of the publication aforesaid, and of said election, out of any money in the treasury not otherwise appropriated.

Printed tickets.

SEC. 6. *Be it further enacted and ordained*, That the Mayor of the city of Baltimore be requested to transmit a duly certified copy of this Ordinance to the General Assemby of Maryland at its next session, and respectfully request the passage of an Act to authorize the subscription and debt provided for in this Ordinance.

Certified copy sent to General Assembly.

SEC. 7. *Be it further enacted and ordained*, That except as hereinbefore provided, this Ordinance shall take effect from its passage.

Take effect.

Approved Sept. 14, 1869.

ROBERT T. BANKS, *Mayor*.

REPORT

OF THE

City Collector

TO THE

MAYOR & CITY COUNCIL OF BALTIMORE,

From January 1st to October 31st, 1871.

REPORT.

TAX DEPARTMENT, CITY COLLECTOR'S OFFICE,

Baltimore, November 1st, 1871.

To the Honorable the Mayor and

City Council of Baltimore:

GENTLEMEN:

I beg leave to present herewith for your consideration, the operations of this Department for the past ten months, viz: from January 1st to October 31st, 1871.

The report for this portion of the current year, is called for by the change in the fiscal year which now goes into effect.

On the levy of 1871 (basis $210,310,975,) there has been collected $58.42 per cent.

On the levy of 1870 (basis $201,750,882,) there has been collected 93.96 per cent.—viz: 72.44 per cent. in 1870, and 21.52 per cent. in 1871.

On the levy of 1869 (basis $198,829,489,) the total collections have reached 97.06 per cent.

On the levy of 1868 (basis $194,635,064,) the total collections have reached 99.47 per cent.

Of the amount uncollected on the levy of 1869 one per-cent. is represented by the tax on mortgages. This tax is resisted on the ground that the act of the last Legislature which abolished it, is retrospective in its operation. There is a suit now pending which will determine this point.

The annexed Tables give in detail the collections from January 1st to October 31st, 1871.

Table A gives the monthly collections of both City and State Taxes for the past ten months, amounting in the aggregate to $3,074,187 34, of which the City's portion was $2,787,164 83, and the State's $287,022 51.

Table B exhibits the basis of the several levies on which collections have been made this year, with the amount collected on each levy, and also gives the gross amount received from opening and closing streets and alleys, and advertising. This table shows that there has been collected

from taxes in arrear	$747,325 82
and on the levy of 1871	1,834,857 27
from opening and closing streets, &c	204,981 74
Total City Collections	$2,787,164 83

Table C gives the tax rates for the various items of the several levies, and Table D gives the amount collected for each item according to these rates.

Table E gives the per centage of taxes collected within each year from 1867 to 1870 inclusive, and for 1871 to 31st October, also the per centage collected to that date on levy of 1870.

Table F shows the per centage of taxes collected in each of the past ten months, viz: on levy of 1870 for January, February and March, and on the levy of 1871 from April to October inclusive.

Table G details the sources from which the amounts collected for opening, closing and widening streets and alleys has been received.

I deem it proper to suggest that in my opinion legislation is much needed for the revision of the whole system of taxation as applicable to the City of Baltimore. The present

mode of enforcing the payment of taxes is exceedingly cumbrous and involved, and a failure to comply in any one particular with the various requirements of the law, is fatal to the whole proceeding. This might be much simplified.

I would also beg to call your attention to the urgent necessity for some action in regard to the division of large tracts of land, assessed in many instances by the acre, and which are now being leased for building lots. It should be made incumbent on the original holders to furnish this department with accurate plats of the property thus divided, as otherwise it will be impracticable hereafter to determine on what portion of such ground the taxes are paid or may remain unpaid.

I can probably best illustrate my meaning by citing a recent instance where a large lot of ground, assessed by the acre, is being leased for building lots of 16x103 feet, fronting on streets that have been or may hereafter be opened through it,—each lot valued at about $100, that being its proportionate part of the entire assessment of say $30,000. It will readily be seen that the payment of taxes on so small a portion of a large assessment, without a plat on which to designate the particular lot it represents, will inevitably lead to much confusion hereafter.

I make the above suggestion as it may not be practicable to have such property re-assessed by the front foot.

I find that the continual opening of new streets, and the construction of sewers, the collection of benefits for which purposes devolves on this office, has so largely increased our labors, as to render necessary the services of another bailiff, and I would therefore beg to recommend that authority be given to make such appointment.

All of which is respectfully submitted.

JAMES H. BARNEY,

City Collector.

TABLE A.

Total City and State Taxes received in 1871 *to Nov.* 1, 1871.

	City.	State.	Total.
January.....	$443,506 99	$51,867 25	$495,374 24
February....	119,853 91	14,037 02	133,890 93
March.....	64,758 85	7,317 56	72,076 41
April.....	1,081,882 30	94,623 46	1,176,505 76
May.....	271,606 97	24,463 45	296,070 42
June.....	157,772 44	13,484 87	171,257 31
July	125,263 25	13,475 37	138,738 62
August.....	125,664 82	29,803 42	155,468 24
September....	201,425 62	23,532 74	224,958 36
October.....	195,429 68	14,417 37	209,847 05
	$2,787,164 83	$287,022 51	$3,074,187 34

TABLE B.

Recapitulation of Taxes Collected in 1871 *to November* 1, *on Levies of* 1867 *to* 1871, *inclusive.*

	Basis.	Rate per $100	Tax.	Discount Deducted.	Net Tax.	Interest.	Total, including Int. and Discount.
1867.							
Direct.....	159,785	140	$2,236 98	....			
Real Exempt	7,069	105	74 22	.....	2,311 20	403 95	$2,715 15
1868.							
Direct	1,482,507	120	17,790 06	.....			
Real Exempt	89,381	120	1,072 57	... .			
Pers. Exempt	2,860	86	24 59	....	18,887 22	2,601 92	21,489 14
1869.							
Direct	4,619,788	160	73,916 60	.....			
Real Exempt	326,531	153	4,995 85	.....			
Pers. Exempt	42,290	103	435 57	.....	79,348 02	5,964 37	85,312 39
1870.							
Direct	39,830,225	150	597,453 36	.....			

Real Exempt	2,793,803	130	36,319 42	.....				
Pers. Exempt	73,738	96	707 91	.....	634,480 69	3,328 45		637,809 14
	49,427,977							747,325 82
1871.								
Real.								
Direct	70,871,321	150	1,063,069 82	.....				
Real Exempt	2,796,408	125	34,955 11	45,735 11	1,052,289 62			1,098,024 93
Personal.								
Direct	48,965,067	150	734,476 02					
Pers. Exempt	235,632	100	2,356 32	43,068 53	693,763 81			736,832 34
	122,868,428			88,803 84	2,481,080 56	12,298 69		$2,582,183 09
	172,296,405							
Opening and closing streets and alleys.....								202,744 74
Advertising.....								2,237 00
								$2,787,164 83

TABLE C.

Rate of Tax per Hundred Dollars.

	1867.	1868.	1869.	1870.	1871.
Internal Improvem'ts.	7	4½	4	6	5
Police Department...	29	28½	23	32	28½
Certain expenses.....	8	7	6	7	9
Criminal Court.....	4	3	3	3½	4
Public Schools.....	18½	16½	23	20	13
City poor.....	6	6	4½	7	6½
Court House sinking fund.....	1	.....	.....	.....	.....
Water No. 1.....	½	½	½	½	.....
" " 2.....	3	3	3	3	.....
Bounty.....	8	.....	.....	.....	.....
City direct.....	50	34	57	54	50
Miscellaneous stock..	5	17	16	15	25
Opening streets.....	.....	.....	18	.....	7
City Hall sink'g fund.	.....	.....	2	2	2
Total within limits of direct taxation	140	120	160	150	150
Highways &bridges..	15	34	50	34	25

TABLE D.

Division of Taxes received in 1871 *to November*, 1871, *on Levies herein named.*

	1867.	1868.	1869.	1870.	1871.	Total.
Internal Improvement	$116 80	$709 63	$1,995 45	$25,618 65	$58,463 12	$86,903 75
Police Department	483 88	4,488 01	11,473 77	136,632 88	333,240 34	486,318 88
Certain expenses	133 47	1,101 31	2,993 17	29,888 44	105,233 77	139,350 16
Criminal Court	66 76	472 40	1,496 56	14,944 22	46,770 59	63,750 53
Public Schools	308 68	2,598 36	11,473 77	85,395 51	152,004 36	251,780 68
City Poor	100 11	944 88	2,244 88	29,888 45	76,002 22	109,180 54
Court House Sinking Fund	16 68					16 68
Water No. 1	8 35	78 72	249 40	2,134 86		2,471 33
" " 2	50 05	472 40	1,496 56	12,809 34		14,828 35
Bounty	133 47					133 47
City direct	798 94	5,040 52	26,332 80	215,083 20	570,090 64	817,346 10
Miscellaneous Stock	83 41	2,677 08	7,981 78	64,046 65	292,316 13	367,105 05
Opening streets			8,979 49		81,848 51	90,828 00
City Hall Sinking Fund			979 72	8,539 57	23,385 29	32,922 58
Highways and Bridges	10 60	303 91	1,632 67	9,498 92	6,698 36	18,144 46
	$2,311 20	$18,887 22	79,348 02	634,480 69	$1,746,053 43	$2,481,080 56
Interest	403 95	2,601 92	5,964 37	3,328 45		12,298 69
Discount					88,803 84	88,803 84
	$2,715 15	$21,489 14	$85,312 39	$637,809 14	$1,834,857 27	$2,582,183 09
Opening, closing and widening streets and alleys						202,744 74
Advertising						2,237 00
						$2,787,164 83

TABLE E.

Of per centage collected within the year on the levies of 1867, 1868, 1869, 1870, *and on levy of* 1871 *to November* 1*st*, 1871; *also upon the basis of* 1870 *to November* 1*st*, 1871.

	Basis.	Basis Collected upon.	Per cent.
1867	$147,078,105	$109,906,001	74.72
1868	206,136,348	142,090,931	68.09
1869	203,739,804	147,922,814	72.60
1870	202,756,140	146,868,357	72.44
1871 to Nov. 1, 1871	210,310,975	122,868,428	58.42
1870 " " 1, "	201,750,882	189,566,123	93.96

TABLE F.

Showing the per centage of Taxes collected monthly to November 1, 1871, *on Levies of* 1870 & 1871.

Levies and Basis.	Months	Basis collected upon.	Per ct.
1870.	January	$27,234,476	13.49
$201,750,882	February	6,390,812	3.16
	March	3,086,766	1.50
	April	$69,333,258	32.96
	May	12,531,568	5.96
	June	6,000,674	2.85
1871.	July	6,163,801	2.93
$210,310,975	August	6,283,112	2.99
	September	11,690,158	5.56
	October	10,865,857	5.17
		$122,868,428	58.42

TABLE G.

Summary of Receipts for Opening, Closing and Widening Streets and Alleys.

Opening Park street	$27,552 59
" John "	1,160 23
" Mosher "	14,581 03
" Baltimore street	2,144 70
" Chester "	28,274 36
" West "	436 02
" Baker "	20 00
" Oregon "	2,679 74
" Randall "	5,940 31
" Bond "	60 51
" Register "	24 90
" Milliman "	1,279 27
" Hoffman "	2,021 83
" Schroeder "	7,494 07
" Thompson "	15,948 93
" Wells "	31,932 84
" Durst alley	192 62
" A 20 feet alley from Decker to Oak	122 50
" " " German to Lombard	1,463 25
Closing Matthews street	28,666,66
" Ann alley from Wine alley to Light st.	22,055 91
" Point lane	1,593 33
" Liberty road	6,382 08
Widening Light street	63 50
" Liberty " sewer	653 56
	$202,744 74

ANNUAL REPORT

OF THE

City Comptroller,

TO THE

Mayor and City Council of Baltimore,

From January 1st to October 31st, 1871.

REPORT.

City Comptroller's Office,
Baltimore, November 1st, 1871.

To the Honorable the Mayor and
City Council of Baltimore :

The undersigned, City Comptroller, herewith presents for the consideration of your honorable body, his annual statements of the receipts and expenditures by the several departments of the City Government; and also an acconnt of the appropriations of the Mayor and City Council for especial purposes under Ordinances and Resolutions during the period ending October 31st, ult.

The accompanying report cannot illustrate thoroughly the business of the departments by a comparison with any previous reports in consequence of the Ordinance of the Mayor and City Council, changing the ending of the fiscal year to October 31st, (Ordinance No. 56, approved April 7th, 1871,) —the present statements, therefore, giving the transactions for a period of ten months only.

Under the Act of the General Assembly of Maryland, chapter 451, approved March 30th, 1868, the City Council is required to meet in Annual Session on the first Monday in November, of each year, instead of on the third Monday in January, as previously required under the Code of Public Local Laws. Heretofore the annual levy of taxes has been made about April 1st of each year, two or three months after the expenditures for the year have commenced. In view of th

above change in the time of the Annual Session of the City Council by the Legislature, and the subsequent change in the ending of the fiscal year, by the Mayor and City Council, I would earnestly recommend that the Levy be made approximating as nearly as possible the beginning of the fiscal year, so that the collection of taxes may be commenced correspondingly early, and funds provided for the necessities of the city. It is also extremely desirable that the levy be made to *cover*, if possible, the entire wants of the several departments during each current fiscal year, thereby relieving the City Register from the annoyance, in a great measure, of providing funds by loans, &c. for appropriations for objects not included in the estimates upon which the assessment of taxes is based.

The Receipts into the City Treasury from January 1st to October 31st, were, (including Cash Balance January 1st, 1871, $398,356 70) $5,509,600 52. The Expenditures for the same period amounted to $5,549,482 03, an excess of Expenditures of $39,881 51. The Receipts on account of taxes by the City Collector compare favorably with those of a corresponding period for any previous year, and the revenue from other sources, Markets, Licenses, &c., is fully up to the estimates made at the end of the fiscal year. Under the operation of the law of Congress prohibiting the collection of Tonnage fees by any local State or municipal authority, after April 1st, 1871, the Harbor Master, on that date, discontinued the charges previously made upon vessels entering this port. The amount received from this source, during the year 1870, was $16,806 98, which may be safely assumed as a safe approximate estimate of the loss to the City, under this law, for the present year. Licenses for Theatricals also show a falling off to some extent, owing to the reduction of the annual license for Theatres, Public Halls, &c. to $50.

The sales of stalls in the new Lafayette Market, yielded $76,430 00, which sum will more than cover the entire cost

of both the ground and building, and give the City the annual licenses and rental of the stalls as an annuity without outlay of capital. The improvements at the Lexington and Bel Air Markets will also return largely upon the expenditures under the appropriations of the Mayor and City Council for those purposes.

I would respectfully renew the recommendation so frequently made to your Honorable Body to create a new department, dissolving the old relation of the Commissioners of Finance with the City Register; placing the entire control of *all* the Sinking Funds, as well as of Stock issues and sales in their hands and requiring their business with the City Register to be transacted through the medium of the Comptroller's office, in the same manner as is that of the other departments.—The authority and duties of this office might also be modified to great advantage. It is now almost fifteen years since the establishment of the City Comptroller's department, since which time the duties under the original law have been, to a great extent, changed by subsequent legislation. At the beginning of a new administration it would be fitting to inaugurate steps looking to the remodeling and harmonizing of all the bureaus of the City Government. The City Comptroller should be the Auditor of the facts as well as the figures of each department to preserve perfect checks upon each; and, should have increased facilities not only in regard to the disbursements of appropriations made in behalf of the several departments, but also for acquiring information as to the working of those whose business is entirely separated from the control of the public funds. I will be glad to submit such propositions as I have in view to the Committee of the Council upon this office, and am convinced, should your Honorable Body approve them, the changes will be largely compensatory to the City in the more thorough and satisfactory statements of its condition which will be made feasible thereby.

In conclusion, the Comptroller would respectfully ask an appropriation for the purchase of a safe for his office. A great many valuable papers are entrusted to his custody, and it is desirable that some greater security be had for them than he now has.

Herewith, please find annexed the usual statements of the expenditures under appropriations of the Mayor and City Council, and the receipts from the various revenues of the City.

All of which is respectfully submitted.

SAMUEL MACCUBBIN,

City Comptroller.

TABLES.

TABLE

DR. JOHN A. ROBB, *City Register, in account with the*

1871.			
January 1.	To balance		$398,356 70
January 31.	To cash receipts		188,102 32
February 28.	" "		549,095 95
March 31.	" "		388,978 76
April 30.	" "		358,865 19
May 31.	" "		1,153,064 18
June 30.	" "		404,059 04
July 31.	" "		447,858 93
August 31.	" "		488,085 55
September 30.	" "		414,015 56
October 31.	" "		719,118 34
October 31.	To balance		39,881 51
			$5,549,482 03

A.

Mayor and City Council of Baltimore. Cr.

1871.			
January 31.	By Comptroller's order.....		$573,433 70
February 28.	"	"	355,653 48
March 31.	"	"	591,505 44
April 30.	"	"	553,970 42
May 31.	"	"	462,091 86
June 30.	"	"	648,777 77
July 31.	"	"	453,110 66
August 31.	"	"	587,250 79
September 30.	"	"	545,642 99
October 31.	"	"	778,044 92
			$5,549,482 03

TABLE B.

Appeal Tax Court, Baltimore, December 6th, 1871.

October 31, 1871—Basis for 1871:

City Direct	$203,155,095
Real Exempt	6,696,144
Personal Exempt	459,736
Total	$210,310,975

October 31, 1871—Amounts remaining uncollected from basis of several years, as follows:

	City Direct.	Real Exempt.	Personal Exempt.
1868	824,940	180,232	26,282
1869	5,500,914	320,454	23,455
1870	11,665,596	425,428	93,735
1871	83,318,707	3,899,736	224,104

DAVID HENLEY, *Clerk.*

TABLE B—Continued.

Collections of Taxes, Opening Streets, &c., made by the City Collector from January 1st, 1871, to October 31st, 1871.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	Aggregate.
Internal Improvements	$16,955 58	$ 4,229 68	$ 2,267 19	$ 33,538 91	$ 6,999 84	$ 3,562 66	$ 3,617 67	$ 3,478 75	$ 6,397 61	$ 5,855 86	$ 86,903 75
State Police	90,718 26	22,722 47	12,291 44	190,903 29	39,651 32	20,138 61	20,495 46	19,780 27	36,334 52	33,283 24	418,318 88
Certain Expenses	19,984 12	5,060 34	2,781 71	59,770 14	12,034 35	6,038 50	6,171 43	6,048 21	11,181 76	10,279 60	139,350 16
Criminal Court	9,977 75	2,521 30	1,379 36	26,632 06	5,413 09	2,728 82	2,780 83	2,710 47	5,009 96	4,596 89	63,750 53
Public Schools	57,653 77	14,796 87	8,279 96	88,483 69	19,444 16	10,128 26	10,169 59	9,573 48	17,471 93	15,778 97	251,780 68
City Poor	19,775 58	4,926 96	2,643 72	43,452 73	8,960 01	4,537 43	4,623 51	4,474 76	8,232 35	7,553 49	109,180 54
Court House Sinking Fund	3 79	4 18	2 99	3 11	2 39	22	.....	.....	.....	.....	16 68
Water Sinking Fund, No. 1	1,435 37	366 26	203 67	101 37	96 46	63 61	59 31	40 74	59 77	44 77	2,471 33
" " " No. 2	8,612 22	2,197 58	1,222 03	608 22	578 77	381 78	355 95	244 46	358 65	268 69	14,828 35
Interest, Ordinance No. 32, 1863	30 35	33 47	23 89	24 87	19 12	1 77	.....	.....	.....	.....	133 47
Direct Tax	143,590 42	37,636 01	20,545 31	327,354 93	67,878 01	33,518 87	34 384 17	33,468 65	61,773 24	57,196 49	817,346 10
Miscellaneous Stock	43,195 33	11,053 07	6,199 00	165,305 08	32,756 64	16,355 01	16,750 74	16,546 56	30,693 43	28,250 19	367,105 05
Opening Streets (Tax)	2,068 13	1,287 68	1,308 27	46,289 01	9,221 87	4,700 63	4,694 99	4,635 15	8,759 34	7,862 93	90,828 00
City Hall Sinking Fund	5,676 69	1,421 23	762 72	13,341 08	2,733 62	1,396 61	1,404 23	1,351 93	2,528 47	2,306 00	32 922 58
Highways and Bridges	7,062 39	1,120 40	782 67	3,733 86	1,076 95	1,165 93	964 24	596 83	1,131 60	509 59	18,144 46
Interest	1,600 31	1,575 85	1,692 98	67,755 81	10,430 05	4,469 78	3,932 68	3,443 61	3,475 89	2,725 57	101,102 53
Opening Streets (Benefits)	14,958 93	8,795 56	1,729 94	14,268 14	54,081 32	48,432 95	14,692 45	19,107 95	7,898 10	18,779 40	202,744 74
Public Printing	208 00	105 00	642 00	316 00	229 00	151 00	166 00	163 00	119 00	138 00	2,237 00
	$443,506 99	$119,853 91	$64,758 85	$1,081,882 30	$271,606 97	$157,772 44	$125,263 25	$125,664 82	$201,425 62	$195,429 68	$2,787,164 83

TABLE B.—Continued.

Amount Charged against the City Collector, October 31, 1871.

Year.	Levy.	City Direct.		Levy.	Real Exempt.		Levy.	Personal Exempt.	
1868..	120	$824,940 00	$9,899 28	120	$180,232 00	$2,162 78	86	$26,282 00	$226 02
1869..	160	5,500,914 00	88,014 62	153	320.454 00	4,902 94	103	23 455 00	241 58
1870..	150	11,665,996 00	174,989 94	130	425,428 00	5,530 56	96	93,735 00	899 85
1871..	150	83,318,707 00	1,249,780 60	125	3,899,736 00	48,746 70	100	224,104 00	2,241 04
			$1,522,684 44			$61,342 98			$3,608 49

City Direct	$1,522,684 44
Real Exempt	61,342 98
Personal Exempt	3,608 49
	$1,587,635 91

TABLE C.

Hanover Market.

Butcher stall rents		$1,188 00
Permanent stall rents		306 00
Eave stall rents		170 00
Street stall rents		512 00
Season fish stall rents		178 50
Permanent fish stall rents		96 00
		$2,450 50
287 licenses at $5	$1,435 00	
Confiscated butter	15 84	
Per diem rents	478 15	
		$1,928 99
		$4,379 49

TABLE C—Concluded.

Collections of Tonnage and Wharfage from January 1st, 1871, to October 31st, 1871.

	FIRST DISTRICT.		SECOND DISTRICT.		THIRD DISTRICT.		FOURTH DISTRICT.		FIFTH DISRICT.		AGGREGATE.
	Tonnage.	Wharfage.	Tonnage.	Wharfage.	Tonnage.	Wharfage.	Tonnage.	Wharfage.	Tonnage.	Wharfage.	
January	$857 28	$48 31	$398 32	$344 91	$19 44	$392 75	$236 34	$187 50	$28 19	$2,236 09	$4,749 13
February	415 92	.....	322 92	250 39	23 60	366 50	139 12	145 50	15 47	1,501 16	3,180 58
March	570 66	.....	310 46	317 31	17 38	343 25	155 40	101 00	11 67	1,077 56	2,904 69
April	62 16	61 44	46 84	370 62	.....	406 75	.....	147 20	13 22	1,490 21	2,598 44
May	.....	17 38	.....	295 34	.....	257 00	.....	121 00	.....	1,538 56	2,229 28
June	.....	56 25	.....	273 79	.....	287 55	.....	86 25	.....	1,877 97	2,581 81
July	.....	225 00	.....	303 37	.....	284 50	.....	112 61	.....	2,512 03	3,437 51
August	.....	10 18	.....	307 81	.....	344 00	.....	78 25	.....	2,413 53	3,153 17
September	.....	56 25	.....	351 16	.....	382 75	.....	130 45	.....	2,489 42	3,410 03
October	.....	5 63	.....	321 34	.....	317 75	.....	171 85	.....	2,212 03	3,028 60
	$1,906 02	$480 44	$1,078 54	$3,136 04	$60 42	$3,382 80	$530 86	$1,281 61	$68 55	$19,348 56	$31,273 84

Total collections from January 1st, 1871, to October 31st, 1871...$31,273 84
Less expenses for commissions and incidentals..... 6,812 46

Nett revenue.....$24,461 38

TABLE C—Continued.

Centre Market.

Butcher stall rents		$1,833 00
Fish stall rents		246 72
Permanent stall rents		765 00
Eave stall rents		640 00
Vegetable stall rents		210 00
Street eves stall rents		186 00
Gutter stall rents		330 00
		$4,210 72
449 licenses at $5	$2,245 00	
Confiscated butter	48 80	
Per diem rents	2,741 08	
		$5,034 88
		$9,245 60

TABLE C—Continued.

Fell's Point Market.

Butcher stall rents		$1,020 00
Eave " "		303 00
Permanent stall "		328 00
Fish stall "		67 00
Moveable stall "		24 00
Vegetable stall "		200 00
Street " "		96 00
		$2,038 00
307 licenses at $5	$1,535 00	
Confiscated butter	3 85	
Per diem rents	836 82	
		$2,375 67
		$4,413 67

TABLE C—Continued.

Belair Market.

Butcher stall rents		$2,065 00
Fish " "		114 00
Permanent stall rents		442 00
Eave " "		214 00
Vegetable " "		108 00
Street " "		240 00
Gutter " "		576 00
Moveable " "		143 00
		$3,902 00
569 licenses at $5	$2,845 00	
Confiscated butter	35 50	
Per diem rents	1,221 79	
		$4,102 29
		$8,004 29

TABLE C—Continued.

Lexington Market.

Butcher stall rents	$2,080 00
Fish " "	100 00
Permanent stall rents	832 00
Eave " "	416 00
Moveable " "	100 00
Space " "	220 00
Street at Eave and street stalls	2,033 88
Per diem rents	3,117 21
	$8,899 00

Hollins Market.

Received from rent of stalls	$2,263 72

TABLE C—Continued.

Richmond Market.

Butcher stall rents		$360 00
Fish " "		51 25
Permanent stall rents		168 00
Eave " "		144 00
Moveable " "		100 00
		$823 25
Per diem rents	$426 16	
Confiscated butter	37	
85 licenses at $5	425 00	
		851 53
		$1,674 78

Cross Street Market.

Rents of hall, licenses, &c	$1,098 30

TABLE C—Continued.

Summary of Markets.

Lexington market		$8,899 00
Centre market		9,245 60
Fell's Point market		4,413 67
Belair market		8,004 29
Hollins market		2,263 72
Richmond market		1,674 78
Hanover market		4,379 49
Cross street market		1,098 30
		$39,978 85
Expenses of cleaning, repairs, &c.		
Lexington market	$756 41	
Centre market	930 88	
Fell's Point market	566 92	
Belair market	815 37	
Hollins market	312 68	
Richmond market	199 35	
Hanover market	1,161 44	
Cross street market	217 60	
		4,960 65
Nett revenue		$35,018 20

TABLE C—Continued.

General Licenses.

	Dr.	Cr.
Received for licenses of wagons, carts, billiards, &c.		$23,742 25
Paid sundry expenses of painting, printing, &c.	$1,148 02	
Balance October 31st, 1871	22,594 23	
	$23,742 25	$23,742 25

Theatricals.

	Dr.	Cr.
Received for ball licenses, licenses of public halls, &c., from January 1st to October 31st, 1871		$2,482 75
Balance October 31st, 1871	$2,482 75	
	$2,482 75	$2,482 75

Broadway Hall.

	Dr.	Cr.
Received for rent of hall, for balls, exhibitions, &c., from January 1st to October 31st, 1871		$445 00
Balance October 31st, 1871	$445 00	
	$445 00	$445 00

Almshouse.

	Dr.	Cr.
Received from sale of old Almshouse property		$7,448 44
Balance, October 31, 1871	$7,418 44	
	$7,448 44	$7,448 44

Western Potter's Field.

	Dr.	Cr.
Received from sale of Western Potter's Field		$10,116 56
Paid sundry expenses and sale	$711 55	
Balance, October 31, 1871	9,405 01	
	$10,116 56	$10,116 56

Killing Dogs.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871		$2,000 00
By appropriation, resolution No. 317 1871		379 50
Paid killers and removers	$2,123 00	
Balance, October 31, 1871	256 50	
	$2,379 50	$2,379 50

Sale of Middle Station House.

	Dr.	Cr.
Received from Joshua Register & Sons, on account of purchase of the Middle Station House		$2,318 63
Balance, October 31, 1871	$2,318 63	
	$2,318 63	$2,318 63

National Commercial Convention.

	Dr.	Cr.
By appropriation, resolution No. 220, 1871		$10,000 00
By appropriation, resolution No. 288, 1871		5,000 00
To amount paid sundry bills	$8,717 23	
To balance, October 31, 1871	6,282 77	
	$15,000 00	$15,000 00

Reception to Pittsburg Convention.

	Dr.	Cr.
By appropriation, resolution No. 332, 1871		$20,000 00
To amount paid sundry bills	$1,116 15	
To balance, October 31, 1871	18,883 85	
	$20,000 00	$20,000 00

Foreign Passengers.

	Dr.	Cr.
Total tax received from passengers from Jan. 1, to October 31, 1871.		$11,771 50
To amount from German passengers to the German Society, less Register's Commissions	$2,079 76	
To amount passed to credit of City Poor, less Register's Commissions	3,229 88	
Commissions paid City Register	108 36	
To balance October 31st, 1871	6,353 50	
	$11,771 50	$11,771 50

Hollins Hall.

	Dr.	Cr.
Received for rent of hall, from Jan'y 1st to Oct. 31st, 1871		$95 00
Balance Oct. 31st, 1871	$95 00	
	$95 00	$95 00

Turnpike Dividends.

	Dr.	Cr.
By amount received from Chesapeake Bank, and others		$1,414 34
Balance, October 31st, 1871	$1,414 34	
	$1,414 34	$1,414 34

Vaults and Areas.

	Dr.	Cr.
Received from sundry parties per City Commissioner, from January 1st to October 31st, 1871		$1,412 13
Balance October 31st, 1871	$1,412 13	
	$1,412 13	$1,412 13

Permits for Sheds, Signs, &c.

	Dr.	Cr.
Received from sundry parties per City Commissioner, from January 1st to October 31st, 1871		$3,166 36
Balance, October 31st, 1871	$3,166 36	
	$3,166 36	$3,166 36

City Seal.

	Dr.	Cr.
Received from sale of certificates of health, sealing papers, &c., from January 1st to October 31st, 1871		$389 75
Balance, October 31st, 1871	$389 75	
	$389 75	$389 57

TABLE D.

CRIMINAL COURT.

1871.	State's Atto'y	Clerk.	Crier.	Sheriff.	Bailiffs.
September term, 1870.....	$1,753 56	$6,133 15	$1,947 21	$3,694 67	$3,500 00
January " 1871 ...	1,735 20	4,420 18	1,617 00	2,720 35	3,500 00
May " "	6,318 83	7,918 45	2,405 53	2,436 75	3,500 00
	$9,807 59	$18,471 78	$5,969 74	$8,851 77	$10,500 00

	Interpreter.	Drawing Jurors.	Grand Jury.	Jurors.	Board of Jurors.
September term, 1870.....	$500 00	$ 60 00	$3,830 00	$5,100 80	$779 65
January " 1871.....	500 00	100 00	3,780 00	3,958 60	597 30
May " "	500 00	60 00	1,992 50	2,309 00	
	$1,500 00	$220 00	$9,602 50	$11,368 40	$1,376 95

TABLE D—Continued.

Summary of Expenses of Criminal Court for the year ending August 31st, 1871.

State's Attorney	$ 9,807 59
Clerk	18,471 78
Crier	5,969 74
Sheriff	8,851 77
Bailiffs	10,500 00
Interpreter	1,500 00
Drawing Jurors	220 00
Grand Jury	9,602 50
Jurors	11,368 40
Board of Jurors	1,376 95
Sundry Incidentals	2,413 57
	$80,082 30

TABLE D—Continued.

SUPERIOR COURT.

1871.	Crier.	Bailiffs.	Jurors.	Draw'g Jurors
September term 1870	$564 30	$2,000 00	$3,827 50	$35 00
January " 1871	500 00	2,000 00	1,632 50	90 00
May " 1871	500 00	2,000 00	3,930 00	70 00
	$1,564 30	$6,000 00	$9,390 00	$195 00

Summary.

Clerk	$2,683 50
Crier	1,564 30
Bailiffs	6,000 00
Jurors	9,390 00
Drawing Jurors	195 00
Messenger to Supreme Bench	12 00
Sheriff	885 00
Sundry Incidentals	100 00
	$20,229 80

TABLE D—Continued.

COURT OF COMMON PLEAS.

1871.	Crier.	Jurors.	Bailiffs.	Sheriff.	Draw'g Jurors
September term, 1870....	$500 00	$2,945 00	$2,000 00	$603 40	$ 80 00
January " 1871.....	530 25	4,395 00	2,000 00	597 40	100 00
May " 1871.....	500 00	1,817 50	2,000 00	212 00	140 00
	$1,530 25	$9,157 50	$6,000 00	$1,412 80	$320 00

Summary.

Crier	$1,530 25
Jurors	9,157 50
Bailiffs	6,000 00
Sheriff	1,412 80
Drawing Jurors	320 00
Clerk	1,561 15
Incidental Expenses	797 10
	$20,778 80

TABLE D—Continued.

BALTIMORE CITY COURT.

1871.	Crier.	Bailiffs.	Jurors.	Drawing Jurors.	Sheriff.
September term, 1870	$500 00	$2,000 00	$3,924 50	$80 00	$366 00
January " 1871.....	500 00	2,000 00	4,100 00	100 00	204 00
May " "	500 00	2,000 00	2,946 10	80 00	253 60
	$1,500 00	$6,000 00	10,970 60	$260 00	$823 60

Summary.

Clerk	$2,292 95
Crier	1,500 00
Bailiffs	6,000 00
Jurors	10,970 60
Drawing Jurors	260 00
Sheriff	823 60
	$21,847 15

TABLE D—Continued.

City Circuit Court.

Bailiffs and Criers	$7,500009
Clerk	173 07
Drawing Jurors	120 90
Stationery, Printing, &c.,	827 00
Jurors	230 00
	$8,850 16

Orphan's Court.

Pay of Judges, Bailiffs, &c	$7,644 52

TABLE D—Concluded.

Receipts from Taxes for "Criminal Court" and "Certain Expenses," and Actual Expenditures on account of the Courts, from January 1st, 1871, to October 31st, 1871.

	Dr.	Cr.
Receipts from City Collector, on account of the tax levies, for the support of the Criminal Court.....		$63,750 53
Paid expenses of Criminal Court..	$70,955 30	
Received from City Collector on account of "Certain Expenses" tax.....		139,350 16
Paid expenses of Removed Cases..	8,903 66	
" " Orphan's Court.	6,575 80	
" " Judg. and Suits.	1,002 45	
" " Fines.....	7,538 05	
" " Court Com. Pleas	19,200 10	
" " Circuit Court.....	7,644 52	
" " Balto. City Court	20,518 45	
" " Supreme Bench.	2,532 00	
" " Superior Court..	16,790 19	
" " Registration.....	1,795 63	
" " State Elections.	2 00	
" " Coroner.....	1,500 00	
" " Jail Visitors.....	41,266 37	
	$206,224 52	$203,100 69

TABLE E.

Internal Improvements.

	Dr.	Cr.
Received from City Collector, on account of tax levy, from January 1st to October 31st, 1871, and for arrearages		$86,903 75
Received from B. & O. R. R. Co. dividends on stock held by the city		130,000 00
To balance, October 31st, 1871	$216,903 75	
	$216,903 75	$216,903 75

Interest on Public Debt.

	Dr.	Cr.
Amount of dividends paid on various issues of city stock, exclusive of water and park stock	1,129,732 67	
By amount received from B. & O. R. R. Co. on account of interest on $5,000,000 loan		$223,125 00
By balance, October 31st, 1871		906,607 67
	1,129,732 67	1,129,732 67

TABLE E—Continued.

Receipts on account of the various Sinking Funds, from January 1st to October 31st, 1871.

	Dr.	Cr.
Court house sinking fund		$16 68
Interest and sinking fund, Ordinance No. 43, 1863, &c		133 47
Miscellaneous stock, interest and sinking fund		367,105 05
Park sinking fund, No. 1		22,159 80
Water " " " 1		2,471 33
Water " " " 2		14,828 35
Floating debt sinking fund	19	
Jail sinking fund	2 70	
City Hall stock sinking fund		32,922 58
Balance, October 31st, 1871	$439,634 37	
	$439,637 26	$439,637 26

Temporary Loans.

	Dr.	Cr.
Loans negotiated by City Register from January 1st to October 1st, 1871		$670,000 00
Bills payable, liquidated during same time	$657,150 00	
Balance, October 31st, 1871	12,850 00	
	$670,000 00	$670,000 00

TABLE E—Continued.

Direct Tax.

	Dr.	Cr.
Received from City Collector on account of levy for 1871, (from Jan. 1st to Oct. 31st,) and for arrearages of taxes..		$817,346 10
Balance October 31st, 1871 ..	$817,346 10	
	$817,346 10	$817,346 10

Opening Streets' Tax.

	Dr.	Cr.
Received from City Collector for account of taxes collected for city's proportion of expenses in opening streets....		$90,828 00
Balance October 31st, 1871....	$90,828 00	
	$90,828 00	$90,828 00

Western Maryland Railroad Co.

	Dr.	Cr.
To balance, January 1st, 1871.	$38,222 70	
To amount paid for interest on bonds guaranteed by the Mayor and City Council of Baltimore.....	42,673 87	
By balance October 31st, 1871.		$80,896 57
	$80,896 57	$80,896 57

TABLE E--Continued.

City Hall Stock 1900.

	Dr.	Cr.
By amount of stock issued by the City Register during the 10 months ending Oct. 31st, 1871		$214,367 31
To am't outstanding Oct. 31st, 1871	$214,367 31	
	$214,367 31	$214,367 31

Loan 1900

	Dr.	Cr.
By balance, January 1, 1871		$379,993 75
By amount of stock issued by City Register from January 1st to October 31st, 1871		85,779 78
To amount outstanding, Oct. 31st, 1871	$465,773 53	
	$465,773 53	$465,773 53

City Hall Stock 1884.

	Dr.	Cr.
By balance January 1st, 1871		$1,087,797 80
By amount of stock issued by City Register from January 1st, to October 31st, 1871		51,799 32
To amount outstanding Oct. 31st, 1871	$1,139,597 12	
	$1,139,597 12	$1,139,597 12

TABLE E—Concluded.

New City Hall.

	Dr.	Cr.
To am't expended to January 1st, 1871	$716,562 01	
To amount expended from Jan'y 1st, 1871 to October 31st, 1871	265,076 25	
By amount received from sales of barrels, &c		$4,354 22
Balance October 31st, 1871		977,284 04
	$981,638 26	$981,638 26

General Interest.

	Dr.	Cr.
Received from City Collector, interest on back taxes, &c.		$101,102 53
Received from sundry parties, interest on loans, &c. due the city		14,734 71
Paid interest on loans, discount on taxes, &c	$111,093 17	
Balance October 31st, 1871	4,744 07	
	$115,837 24	$115,837 24

TABLE F.

Druid Hill and Patterson Parks.

	Dr.	Cr.
By balance Jan'y 1st, 1871...		$15,186 74
By amount received from City Passenger Railway Company, for one-fifth taxes...		130,306 52
To orders of Park Commissioners on account of expenditures, &c., at Druid Hill Park, and interest on Park Stock.....	$92,689 99	
By amount received from Park Board, for Park Railway fares and for sale of sundries.....		6,496 40
By amount of fares of York Railway Company transferred to Park Board.....		3,367 88
To amount expended at Patterson Park.....	9,256 45	
By amount appropriation Ord. No. 81 May 21st, 1871, for improvements in Parks.....		21,000 00
To balance Oct. 31st, 1871...	74,411 10	
	$176,357 54	$176,357 54

TABLE F—Continued.

Public Squares, Springs &c.

	Dr.	Cr.
Appropriation for Battery Square, Resolution No. 276 1871		$300 00
Battery Square, paid City Commissioner's orders	$760 85	
Broadway Squares, appropriation, Resolution No. 139, 1871		$18,000 00
Broadway Squares, expended as per orders of City Commissioner	5,950 00	
Eastern Spring, appropriation, Ordinance No. 139, 1871, $150, Resolution No. 156, 1871, $300		450 00
Eastern Spring, paid City Commissioner's orders	383 75	
Eutaw Squares, appropriation Ordinance No. 139, 1871		12,940 00
Eutaw Squares, amount expended as per City Commissioner's orders	10,687 63	
Franklin Square, appropriation Resolution No. 203, 1871		930 00
Franklin Square, amount expended as per orders City Commissioner	877 25	
Lafayette Square, appropriation ordinance No. 79, 1871.		600 00
Layfayette Square, amount expended per City Commissioner	600 00	
Amount carried forward....	$19,259 48	$33,220 00

TABLE F—Concluded.

Public Squares, Springs &c.—Continued.

	Dr.	Cr.
Amount brought forward..	$19,259 48	$33,220 00
Mt. Vernon Square, appropriations Ordinance No. 139, 1871, $150, resolution No. 176, 1871, $300.....		450 00
Mt. Vernon Square, amount expended as per City Commissioner's orders.....	174 00	
Madison Square, appropriation Resolution No. 257, 1871.....		3,000 00
Madison Square, amount expended per City Commissioner's orders.....	2,102 39	
Union Square, appropriation Resolution No. 209, 1871...		500 00
Union Square, amount expended as per City Commissioner's orders.....	444 15	
	$21,980 02	$37,170 00

TABLE G.

City Poor.

	Dr.	Cr.
Received from City Collector for amount of taxes collected from January 1st, 1871, to October 31st, 1871		$109,180 54
Received from Foreign Passengers		3,229 88
By appropriation for transporting paupers	$405 15	2,000 00
Paid orders of Trustees	44,500 00	
" for insurance &c., of Bayview Asylum	345 05	
" appropriation for Maryland University Dispensary	500 00	
" appropriation for Eye and Ear Infirmary	1,000 00	
" appropriation for Baltimore Eye Dispensary	500 00	
" appropriation for Female Christian Home	2,000 00	
" appropriation for Saint Vincent's Infant Asylum.	1,000 00	
" appropriation for North Eastern Dispensary	750 00	
" appropriation for Southern Dispensary	750 00	
" appropriation for Special Dispensary	750 00	
" appropriation for Boys' Home	2,000 00	
" appropriation for Saint Mary's Industrial School.	5,000 00	
Amount carried forward.	$59,500 20	$114,140 42

TABLE G—Continued.

City Poor.

	Dr.	Cr.
Amount brought forward.	$59,500 20	$114,410 42
Paid appropriation for Washton University Dispensary	$500 00	
" on account appropriation for Maryland Institute School Design	2,500 00	$5,000 00
" appropriation for Saint Joseph's Industr'l school.	500 00	
" on account appropriation for Manual Labor School.	1,000 00	2,500 00
" appropriation for aged men and womens' homes.	1,000 00	
" appropriation for deaf and dumb	437 85	1,000 00
" appropriation for widows and orphans	400 00	600 00
" appropriation for House Refuge	30 000 00	
" appropriation Union Orphan Asylum	500 00	
" appropriation Union Protestant Infirmary	500 00	
" appropriation Mt. Hope Institute	100 00	
" appropriation for Washington University Hospital	4,300 99	
" appropriation for Maryland University Hospital.	1,397 95	10,000 00
" appropriation for Baltimore Infirmary	813 88	
	$103,450 87	$133,510 42

TABLE G—Continued.

State Police.

	Dr.	Cr.
Received from City Collector collection of taxes from Jan. 1st, 1871 to October 31st. 1871		$486,318 88
Paid orders of Commissioners for support of the force, wages &c	$467,560 00	
Balance October 31st, 1871	18,758 88	
	$486,318 88	$486,318 88

Health.

	Dr.	Cr.
Paid on account of general health, salaries &c	$23,204 94	
By appropriation for general health, salaries and incidentals		$22,500 00
Rec'd from sale of garbage &c.		5,528 11
Paid for cleaning streets	147,057 36	
By appropriation for cleaning streets		148,000 00
Paid for removing nuisances.	5,534 60	
By appropriation for removal of nuisances		5,000 00
Paid expenses of Marine Hospital	16,605 88	
Rec'd at Marine Hospital, fees.		3,286 27
By appropriation for Marine Hospital		9,000 00
To balance October 31st, 1871.	911 60	
	$193,314 38	$193,314 38

TABLE G—Continued.

City Property,

	Dr.	Cr.
Received from rent of wharves &c.....		$1,115 25
Appropriation Ordinance No. 139, 1871.....		7,600 00
Paid for ground rents, insurance, repairs &c.....	$5,512 62	
Balance October 31st, 1871...	3,202 63	
	$8,715 25	$8,715 25

Harbor.

	Dr.	Cr.
Appropriation for harbor, back basin, repairs of machinery &c.....		$160,000 00
Appropriation for repairs of wharves.....		10,000 00
Appropriation for Sea Wall..		10,000 00
Paid per orders of Port Warden, wages of hands, repairs of machinery, materials &c.	$140,261 05	
Paid for repairs of Wharves.	322 25	
Paid for Webster street digging	1,047 25	
Paid for Sea Wall.....	8,739 56	
Received for dredging, &c., from private parties.....		12,552 35
By amount from Patapsco River account.....		23,181 80
Balance October 31st, 1871...	65,364 04	
	$215,734 15	$215,734 15

TABLE G—Continued.

Patapsco River.

	Dr.	Cr.
By appropriation ordinance No. 139		$24,600 00
By Amt. received from State Treasurer		11,876 31
To amount expended on warrants, of River and Harbor Commissioners	$17,597 01	
To amount paid Harbor, &c.,	23,181 80	
By balance October 31st, 1871.		4,302 50
	$40,778 81	$40,778 81

Expense of Lighting the City.

	Dr.	Cr.
Pillars and Lamps	$ 2,222 85	$4,000 00
Repairs of lamps	3,102 17	3,789 00
Lamplighters' wages	27,567 00	30,000 00
Gaslight	122,637 01	150,000 00
Oil	474 70	
Received for old lamps sold		100 00
" " sale old material, &c.		118 00
Balance October 31st, 1871	32,003 27	
	$188,007 00	$188,007 00

TABLE G—Continued.

Salaries of Officers, Rent City Hall &c.

	Dr.	Cr.
Appropriation for salaries of city officers	$35,151 94	$40,000 00
Appropriation for general incidentals	7,334 18	9,000 00
Appropriation for Mayor's office	1,800 11	2,000 00
Fuel City Hall	515 20	500 00
Rent of Johnson Building	5,983 34	6,500 00
Balance October 31st, 1871	7,215 23	
	$58,000 00	$58,000 00

Water Board.

	Dr.	Cr.
To balance January 1st, 1871.	$30,826 45	
Received from Water Board for rents, &c		$380,751 00
Paid warrants for Water Board for salaries, mains, &c	308,430 10	
To balance October 31st, 1871.	41,494 45	
	$380,751 00	$380,751 00

TABLE G—Continued.

Fire Telegraph.

	Dr.	Cr.
By appropriation ordinance No. 139, 1871		$10,877 00
By sundry resolutions of 1871		5,795 00
By ordinance No. 104, 1871, increasing salaries		650 00
Paid salaries, repairs of lines &c	$15,249 84	
Balance October 31st, 1871	2,072 26	
	$17,322 10	$17,322 10

Taxes Refunded.

	Dr.	Cr.
Returned sundry parties as per order of Appeal Tax Court	$3,296 76	
Balance October 31st, 1871		$3,296 76
	$3,296 76	$3,296 76

City Collector.

	Dr.	Cr.
Appropriation ordinance No. 139, 1871		$35,000 00
Paid salaries of Collector, Clerks, Judges of Appeal Tax Court, &c	$29,193 24	
Balance October 31st, 1871	5,806 76	
	$35,000 00	$35,000 00

TABLE G—Continued.

Public Printing.

	Dr.	Cr.
Received from City Collector on account to taxes collected in 1871		$2,397 00
Appropriation ordinance No. 139, 1871		20,000 00
Paid expenses of advertising, printing, &c.	$9,543 40	
Balance October 31st, 1871	12,853 60	
	$22,397 00	$22,397 00

City Elections.

	Dr.	Cr.
Appropriation ordinance No. 139, 1871		$3,000 00
Paid expenses of municipal elections	$757 49	
To Balance October 31st, 1871	2,242 51	
	$3,000 00	$3,000 00

TABLE G—Continued.

Court House and Masonic Hall.

	Dr.	Cr.
Appropriation ordinance No. 139, 1871, for Court House		$4,301 00
Paid expenses of cleaning Court house, salaries of keeper, watchmen, &c.	$3,816 53	
Appropriation for Masonic Hall, ordinance No. 139, '71		3,340 00
Paid salaries, cleaning expenses, &c.	1,393 70	
Balance October 31st, 1871...	2,430 77	
	$7,641 00	$7,641 00

Fire Board.

	Dr.	Cr.
Appropriation, ordinance No. 139, 1871, for expenditures of the department		$144,450 00
Appropriation res. 323, 1871.		20,700 00
Paid as per order of Commissioners	$133,618 00	
Balance October 31st, 1871...	31,532 00	
	$165,150 00	$165,150 00

TABLE G—Continued.

Commissioners for Opening Streets.

	Dr.	Cr.
Paid incidental expenses, &c., in 1871	$1,076 53	
By balance October 31st, 1871.		$1,076 53
	$1,076 53	$1,076 53

Appeal Tax Court.

	Dr.	Cr.
Paid incidental expenses &c., in 1871	$337 25	
By balance October 31st, 1871.		$337 25
	$337 25	$337 25

City Council.

	Dr.	Cr.
Appropriation Ordinance No. 139, 1871		$40,000 00
Paid per diem of members and clerks, incidental expenses, &c.	$65,342 21	
By balance October 31st, 1871.		25,342 21
	$65,342 21	$65,342 21

TABLE G—Concluded.

Public Schools.

	Dr.	Cr.
By amount received from City Collector, collection of taxes from January 1st to October 31st		$251,780 68
By amount received from H. M. Cowles, Secretary, for tuition, &c		19,882 22
By amount received from State Treasurer, City's proportion of State Tax		138,361 76
By amount received from J. F. Plummer, executor		128 93
To expenditures for salaries of teachers, cleaning, ground rent, &c	$356,187 25	
To amount paid salaries and expenses of colored schools.	29,370 81	
By receipts for books,&c., from colored schools		1,155 09
To balance Oct. 31st, 1871	25,750 62	
	$411,308 68	$411,308 68

TABLE H.

City Commissioner.

	Dr.	Cr.
Appropriation for salaries &c.		$6,250 00
Paid for salaries, incidentals, &c., of City Commissioner's office	$5,285 16	
To balance October 31st, 1871.	964 84	
	$6,250 00	$6,250 00

City Bridges.

	Dr.	Cr.
Appropriation, ordinance No. 139, 1871		$5,000 00
Received per City Commissioner		79 97
Paid orders of City Commissioner for work and materials	$4,752 59	
To balance October 31st, 1871.	327 38	
	$5,079 97	$5,079 97

TABLE H—Continued.

Cross Streets.

	Dr.	Cr.
Appropriation, ordinance No. 139, 1871		$10,000 00
Paid orders of City Commissioner for paving	$13,084 86	
By balance October 31st, 1871.		3,084 86
	$13,084 86	$13,084 86

Flag and Step Stones.

	Dr.	Cr.
Appropriation, ordinance No. 139, 1871		$6,000 00
Paid orders of City Commissioner	$5,968 48	
To balance October 31st, 1871.	31 52	
	$6,000 00	$6,000 00

Highways and Bridges.

	Dr.	Cr.
Received from City Collector, collection of taxes		$18,154 71
Paid orders of City Commissioner's department	$10,990 16	
To balance October 31st, 1871.	7,164 55	
	$18,154 71	$18,154 71

TABLE H—Continued.

Paving City Property.

	Dr.	Cr.
Appropriation, ordinance No. 139, 1871		$2,000 00
Paid orders of City Commissioner	$1,444 26	
To balance October 31st, 1871.	555 74	
	$2,000 00	$2,000 00

Repairs of Paved Streets, &c.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871, for repairs of paved streets		$45,000 00
Paid on warrants of City Commissioner for repairs of paved streets	$38,024 85	
By appropriation, ordinance No. 139, 1871, for repaving streets		3,000 00
Paid orders of City Commissioners for repaving streets.	536 12	
To balance October 31st, 1871.	9,439 03	
	$48,000 00	$48,000 00

TABLE H—Continued.

New Central Police Station.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871		$72 15
Paid per order of City Commissioner	$32 50	
To balance October 31st, 1871.	39 65	
	$72 15	$72 15

Repairs of Hanover Market.

	Dr.	Cr.
By appropriation, resolution No. 321		$140 00
Paid per order of Inspector of buildings	$125 00	
To balance October 31st, 1871.	15 00	
	$140 00	$140 00

Wilkens Avenue Bridge.

	Dr.	Cr.
By appropriation, Resolution No. 136, 1870		$5,000 00
Paid orders of City Commissioner	$5,000 00	
	$5,000 00	$5,000 00

TABLE H—Continued

Building and Repairing Public Schools.

	Dr.	Cr.
By appropriations for erecting sundry school houses.....		$30,570 50
Paid orders of City Commissioner for building.....	$15,210 10	
By appropriations for repairs of public schools.....		36,300 00
Paid orders of City Commissioner and Inspector of buildings, for repairs.....	25,859 99	
By appropriation, ordinance No. 139, 1871, for Eastern Female High School.....		500 00
Paid orders of City Commissioner for Eastern Female High School.....	360 00	
To balance October 31st, 1871.	25,940 41	
	$67,370 50	$67,370 50

Improvement of Jones' Falls.

	Dr.	Cr.
By appropriation, ordinance No. 67, 1871.....		$3,205 00
To amount paid on warrants, Jones' Falls Commission...	$34,591 96	
By balance October 31st, 1871.		31,386 96
	$34,591 96	$34,591 96

TABLE H—Continued.

Lafayette Market Building.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871		$19,257 95
By amount received on account sale of stalls		12,881 52
To amount paid on warrants of City Commissioner	$40,287 15	
By balance October 31st, 1871.		8,147 68
	$40,287 15	$40,287 15

Repairs at Bayview Asylum.

	Dr.	Cr.
By appropriation, ordinance No. 139		$2,678 70
To amount paid per order of City Commissioner	$2,590 98	
To balance October 31st, 1871.	87 72	
	$2,678 70	$2,678 70

TABLE H—Continued.

New Lexington Market Building.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871		$18,718 62
By proceeds from sale of new stalls		13,568 65
To amount paid on warrants of City Commissioner	$26,467 93	
To balance October 31st, 1871.	5,819 34	
	$32,287 27	$32,287 27

Decker street Bridge.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871		$25,000 00
Paid orders of City Commissioner	$14,557 36	
Balance October 31st, 1871...	10,442 64	
	$25,000 00	$25,000 00

Cross street Hall and Market.

	Dr.	Cr.
By appropriation, ordinance No. 139		$4,572 00
By amount received from sale of old material		28 00
To amount paid on City Commissioner's orders...	$6,889 91	
By balance October 31st, 1871.		2,289 91
	$6,889 91	$6,889 91

TABLE H—Continued.

Paving Taxes.

	Dr.	Cr.
By amount received from Jesse Hay, commissions for collecting		$474 68
To balance October 31st, 1871.	$474 68	
	$474 68	$474 64

North Avenue Bridge.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871		$14,820 05
By amount received from City Commissioner		2,500 00
Paid orders of City Commissioner	$18,500 46	
By balance October 31st, 1871.		1,180 41
	$18,500 46	$18,500 46

Charles Street Bridge.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871		$1,114 11
To amount paid on orders of City Commissioner	$1,114 11	
	$1,114 11	$1,114 11

TABLE H—Continued.

Sewers, Repairs of Sewers, &c.

	Dr.	Cr.
By appropriation for repairs of sewers, ordinance No. 139, 1871		$4,000 00
To amount paid on orders of City Commissioner for repairs of sewers	$2,767 18	
By appropriation, ordinance No. 139, 1871, for sewer, Decker and Oliver streets		8,500 00
By appropriation, ordinance No. 139, 1871, for sewer, Pensylvania Avenue		2,000 00
By appropriation, resolution No. 122, 1871, for sewer, E. Monument street		1,000 00
By appropriation, ordinance No. 139, 1871, for sewer, Scott street		12,000 00
By appropriation, ordinance No. 139, 1871, for tunnel, Barnes street		2,312 00
To amount paid on sewer, Decker and Oliver streets	95 13	
To amt. paid on sewer, Penn. Avenue	390 45	
To amount paid on sewer, Ann street	198 00	
To amt. paid on sewer, East Monument street	1,000 00	
To amt. paid on sewer, Scott street	50 00	
To amt. paid on sewer, Mill and Pratt streets	130 01	
Amount carried forward	$4,630 77	$29,812 00

TABLE H—Continued.

Sewers, Repairs of Sewers, &c.—Continued.

	Dr.	Cr.
Amount brought forward..	$4,630 77	$29,812 00
To amt. paid on sewer, West street	5 00	
To amt. paid on sewer, Druid Hill Avenue	70 00	
To amt. paid on tunnel, Druid Hill Avenue	65 00	
To amt. paid on tunnel, Barnes street	2,312 00	
By amount received from City Collector for Liberty street sewer		653 56
To amount paid on Liberty street sewer	2,318 49	
By appropriation, ordinance No. 139, 1871, Fulton Av. sewer		2,000 00
To amount paid on Fulton Av. sewer	5,177 04	
To balance October 31st, 1871.	17,887 26	
	$32,465 56	$32,465 56

Repairs of Criminal Court.

	Dr.	Cr.
To amount paid by City Commissioner	$2,639 74	
By balance October 31st, 1871.		$2,639 74
	$2,639 74	$2,639 74

TABLE H—Continued.

Inspector of Buildings.

	Dr.	Cr.
To amt. paid for salaries, &c.	$1,632 47	
By balance October 31st, 1871.		$1,632 47
	$1,632 47	$1,632 47

Gutters and Iron Plates at Sundry Streets.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871		$2,000 00
By resolution No. 30, 1871. " " " 237, "		10,053 74
To amount paid on warrants of the City Commissioner for gutters	$8,913 39	
To amount paid on warrants of the City Commissioner, for iron plates	3,140 35	
	$12,053 74	$12,053 74

TABLE H—Continued.

New Richmond Market.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871.....		$71,882 27
To amount paid by orders of the City Commissioner.....	$22,197 55	
To balance October 31st, 1871.	49,684 72	
	$71,882 27	$71,882 27

New Belair Market.

	Dr.	Cr.
By appropriation, ordinance No. 139, 1871.....		$6,247 15
By resolution No. 130, 1871..		3,800 00
" " No. 244, 1871..		1,200 00
To amount paid on warrants of the City Commissioner...	$8,878 50	
To balance October 31st, 1871.	2,368 65	
	$11,247 15	$11,247 15

TABLE H—Concluded.

Special Appropriations.

			AMOUNT EXPENDED.	AMOUNT APPROPRIATED.
Resolution	—	1871, (Winding No. 6 clock)	$ 50 00	$ 50 00
"	22	" (M. Dwyer, Jr.)	49 98	49 98
"	—	" (J. Fahey)	100 00	100 00
"	63	" (J. R. Brewer)	1,500 00	1,500 00
"	60	" (J. B. Emery)	40 49	40 49
"	—	" (J. Dougherty, shelling Boston street)	150 00	150 00
"	4	" (W. H. Johnson)	272 00	272 00
"	—	" (G. Williams)	1,200 00	1,200 00
"	73	" (Laurasen & Smith)	79 80	79 80
"	111	" (Bernard and F. Comber)	10 00	10 00
"	204	" (Mary Murphy)	1,000 00	1,000 00
"	175	" (F. Livingston)	5 68	5 68
"	178	" (C. Clark)	1,000 00	1,000 00
"	222	" (F. C. Slingluff)	100 00	100 00
"	481	" (W. L. Sharretts)	390 51	390 51
"	177	" (Geo. Robinson)	500 00	500 00
"	17	" (P. M. Holbrook)	36 15	36 15

"	—	"	(Fourth of July Celebration)	4,445 00	4,445 00
"	267	"	(F. Gildea)	100 00	100 00
"	212	"	(Mary C. Robey)	19 59	19 59
"	—	"	(S. P. Thompson)	300 00	300 00
"	—	"	(Ringing Mechanics Bell)	100 00	100 00
"	—	"	(Music at Parks)	2,000 00	2,000 00
"	227	"	(M. Dean)	250 00	250 00
"	—	"	(Old Defenders)	300 00	300 00
"	277	"	(Charles H. Mann, Knights Templar)	5,000 00	5,000 00
"	290	"	(Jane J. Richards)	1,000 00	1,000 00
"	258	"	(Sister M. Helaney)	500 00	500 00
"	—	"	(Vestry St. Bartholomew Church)	605 79	605 79
"	—	"	(A. J. Volck)	300 00	300 00
"	205	"	(P. M. Holbrook)	91 04	91 04
"	—	"	(Chicago Relief Fund)	100,000 00	100,000 00
"	324	"	(Priscilla E. Chappell)	4 38	4 38
Ordinance	118	"	(J. McGraw)	3,600 00	9,000 00
				$125,100 41	$130,500 41

TABLE J.

Opening Hanover street.

	Dr.	Cr.
By amount received from Trustees Light street Church for removing obstructions.....		$55 00
To balance October 31st, 1870.	$55 00	
	$55 00	$55 00

Opening Randall street.

	Dr.	Cr.
To balance January 1st, 1871.	$529 99	
" amt. paid for damages &c.	5,207 37	
By amount received for benefits &c.....		$5,940 31
To balance October 31st, 1871.	202 95	
	$5,940 31	$5,940 31

Opening Hoffman street.

	Dr.	Cr.
By balance January 1st, 1871.		$4,065 36
" amount received for benefits, &c.....		2,021 83
To amount paid for damages.	$701 19	
To balance October 31st, 1871.	5,386 00	
	$6,087 19	$6,087 19

TABLE J—Continued.

Closing Liberty Road.

	Dr.	Cr.
To balance January 1st, 1871.	$537 06	
To amount paid for damages, &c.	6,339 15	
By amount received for benefits		$4,953 81
By balance October 31st, 1871.		1,922 40
	$6,876 21	$6,876 21

Opening Bond street.

	Dr.	Cr.
By balance January 1st, 1871.		$260 14
By amount received for benefits		60 51
To amount paid for damages.	$155 65	
" balance October 31st, 1871.	165 00	
	$320 65	$320 65

Closing Matthews street.

	Dr.	Cr.
To balance, January 1st, 1871.	$408 89	
" amount paid for damages.	28,089 26	
By amount received for benefits		$28,666 66
To balance October 31st, 1871.	168 51	
	$28,666 66	$28,666 66

TABLE J—Continued.

Opening Druid Hill avenue.

	Dr.	Cr.
By balance Jan'y 1st, 1871...		$338 33
To amount paid for damages.	$165 96	
To balance October 31st, 1871.	172 37	
	$338 33	$338 33

Opening Oliver street.

	Dr	Cr.
By balance January 1st, 1871.		$543 65
To amount paid for damages.	$93 75	
To balance October 31st, 1871.	449 90	
	$543 65	$543 65

Opening Albemarle street.

	Dr.	Cr.
To balance January 1st, 1871.	$992 44	
" amount paid for damages, &c.....	1,486 77	
By Balance October 31st, 1871.		$2,479 21
	$2,479 21	$2,479 21

TABLE J—Continued.

Opening John street.

	Dr.	Cr.
By balance January 1st, 1871.		$2,764 43
To amount paid for damages.	$2,629 72	
By amount received for benefits		1,160 23
To balance October 31st, 1871.	1,294 94	
	$3,924 66	$3,924 66

Opening Mosher street.

	Dr.	Cr.
To balance January 1st, 1871.	$582 81	
By amount received for benefits, &c		$14,581 03
To amount paid for damages, &c	17,766 00	
By balance October 31st, 1871.		3,767 78
	$18,348 81	$18,348 81

Opening E. Baltimore street.

	Dr.	Cr.
To balance January 1st, 1871.	$231 70	
" amount paid for damages.	1,750 00	
By amount received for benefits		$2,144 70
To balance October 31st, 1871	163 00	
	$2,144 70	$2,144 70

TABLE J—Continued.

Opening Chester street.

	Dr.	Cr.
To balance January 1st, 1871	$1,172 29	
By amount received for benefits in 1871		$28,274 36
To amount paid for damages in 1871	22,637 20	
To balance October 31st, 1871.	4,464 87	
	$28,274 36	$28,274 36

Opening Park street.

	Dr.	Cr.
By balance January 1st, 1871.		$4,476 44
To amount paid for damages &c., in 1871	$158,129 38	
By amount received for benefits in 1871		41,691 79
By balance October 31st, 1871.		111,961 15
	$158,129 38	$158,129 38

Opening West street.

	Dr.	Cr.
By balance January 1st, 1871.		$1,894 76
To amount paid for damages.	$2,240 78	
By amount received for benefits		418 08
To balance October 31st, 1871	72 06	
	$2,312 84	$2,312 84

TABLE J—Continued.

Opening Baker street.

	Dr.	Cr.
To balance January 1st, 1871.	$389 40	
By amount received for benefits in 1871		$20 00
By balance October 31st, 1871.		369 40
	$389 40	$389 40

Opening Oregon street.

	Dr.	Cr.
To balance January 1st, 1871.	$717 05	
" amount paid for damages in 1871	164 94	
By amount received for benefits in 1871		$2,679 74
To balance October 31st, 1871.	1,797 75	
	$2,679 74	$2,679 74

Opening Register street.

	Dr.	Cr.
To balance January 1st, 1871.		$278 86
" amounts received for benefits in 1871		42 84
To amount paid for damages in 1871	$177 39	
To balance October 31st, 1871.	144 31	
	$321 70	$321 70

TABLE J—Continued.

Opening German street.

	Dr.	Cr.
To balance January 1st, 1871.	$269,940 75	
" amount paid for damages in 1871.	246 50	
By balance October 31st, 1871.		$270,187 25
	$270,187 25	$270,187 25

Opening Thompson street.

	Dr.	Cr.
To amount paid for damages in 1871	$17,105 23	
By amount received for benefits in 1871		$15,948 93
By balance October 31st, 1871.		1,156 30
	$17,105 23	$17,105 23

Opening Schroeder street.

	Dr.	Cr.
To amount paid for damages (1871)	$7,970 65	
By amount received for benefits (1871)		$7,494 07
By balance October 31st, 1871.		476 58
	$7,970 65	$7,970 65

TABLE J—Continued.

Opening Eager street.

	Dr.	Cr.
To amount paid for damages, &c., in 1871	$198 00	
By balance October 31st, 1871.		$198 00
	$198 00	$198 00

Opening Wells and Clagett street.

	Dr.	Cr.
To balance January 1st, 1871.	$637 47	
" amount paid for damages in 1871	27,019 66	
By amount received for benefits in 1871		$31,932 84
To balance October 31st, 1871.	4,275 71	
	$31,932 84	$31,932 84

Opening Milliman street.

	Dr.	Cr.
To balance January 1st, 1871.	$1,524 05	
" amount paid for damages in 1871	2,450 00	
By amount received for benefits in 1871		$1,279 27
By balance October 31st, 1871.		2,694 78
	$3,974 05	$3,974 05

TABLE J—Continued.

Opening Durst alley.

	Dr.	Cr.
By balance January 1st, 1871.		$491 49
" amount received for benefits in 1871		192 62
To balance October 31st, 1871.	$684 11	
	$684 11	$684 11

Opening Sixty feet alley, S. of Baker from Gilmour street.

	Dr.	Cr.
To amount paid for damages in 1871	$540 84	
By balance October 31st, 1871.		$540 84
	$540 84	$540 84

Opening Presstman street.

	Dr.	Cr.
To balance January 1st, 1871.	$1,938 45	
" amount paid for damages in 1871	1,441 88	
By balance, October 31st, 1871		$3,380 33
	$3,380 33	$3,380 33

TABLE J—Continued.

Widening Franklin street.

	Dr.	Cr.
To amount paid for damages in 1871	$1,013 96	
By balance October 31st, 1871.		$1,013 96
	$1,013 96	$1,013 96

Opening Biddle street.

	Dr.	Cr.
By balance January 1st, 1871.		$122 68
To amount paid for damages in 1871	$32 68	
To balance October 31st, 1871.	90 00	
	$122 68	$122 68

Opening Calhoun street.

	Dr.	Cr.
To balance January 1st, 1871.	$1,204 26	
" amount paid for damages in 1871	2,791 73	
By balance October 31st, 1871.		$3,995 99
	$3,995 99	$3,995 99

TABLE J—Continued.

Opening Arlington Avenue.

	Dr.	Cr.
To amount paid for damages in 1871	$580 70	
By balance October 31st, 1871.		$580 70
	$580 70	$580 70

Opening McElderry street.

	Dr.	Cr.
To amount paid for damages in 1871	$1,095 23	
By balance October 31st, 1871.		$1,095 23
	$1,095 23	$1,095 23

Opening Lexington street.

	Dr.	Cr.
By balance January 1st, 1871.		$5,002 58
To amount paid for damages in 1871	$236 00	
To balance October 31st, 1871.	4,766 58	
	$5,002 58	$5,002 58

TABLE J—Continued.

Closing 20 *feet alley from Thompson street.*

	Dr.	Cr.
To amount paid for damages &c., in 1871	$187 89	
By balance October 31st, 1871.		$187 89
	$187 89	$187 89

Opening 20 *feet alley.*

	Dr.	Cr.
By amount received for benefits in 1871		$1,585 75
To amount paid for damages, &c., in 1871	$4 00	
To balance October 31st, 1871.	1,581 75	
	$1,585 75	$1,585 75

Closing alley, 170 *feet South of Baltimore street.*

	Dr.	Cr.
By amount received for benefits in 1871		$22,055 91
To amount paid for damages in 1871	$21,210 00	
To balance October 31st, 1871.	845 91	
	$22,055 91	$22,055 91

TABLE J—Continued.

Opening Dolphin street.

	Dr.	Cr.
To amount paid for damages in 1871	$918 94	
By balance October 31st, 1871.		$918 94
	$918 94	$918 94

Opening McCulloh street.

	Dr.	Cr.
By balance January 1st, 1871.		$1,533 53
To amount paid for damages in 1871	$1,357 60	
To balance October 31st, 1871.	175 93	
	$1,533 53	$1,533 53

Opening 15 *feet Alley from Broadway to Register Sts.*

	Dr.	Cr.
To amount paid for damages in 1871	$425 20	
By balance October 31st, 1871.		$425 20
	$425 20	$425 20

TABLE J—Continued.

Widening Light street.

	Dr.	Cr.
By amount received for benefits in 1871		$63 50
To amount paid for damages, &c., in 1871	$4 00	
To balance October 31st, 1871.	59 50	
	$63 50	$63 50

Opening 12 feet Alley from Orleans St., to an Alley.

	Dr.	Cr.
To amount paid for damages in 1871	$369 09	
By balance October 31st, 1871.		$369 09
	$369 09	$369 09

Closing Point Lane.

	Dr.	Cr.
By amount received for benefits in 1871		$1,593 33
To amount paid for damages in 1871	$1,398 67	
To balance October 31st, 1871.	194 66	
	$1,593 33	$1,593 33

TABLE J—Concluded.

Opening Mount street.

	Dr.	Cr.
To amount paid for damages in 1871	$100 00	
By balance October 31st, 1871.		$100 00
	$100 00	$100 00

Opening Sterritt street.

	Dr.	Cr.
To amount paid for damages in 1871	$714 08	
By balance October 31st, 1871.		$714 08
	$714 08	$714 08

Widening Liberty Road.

	Dr.	Cr.
By amount received for benefits in 1871		$1,428 27
To balance October 31st, 1871.	$1,428 27	
	$1,428 27	$1,428 27

Opening Stricker street.

	Dr.	Cr.
To amount paid for damages.	$200 00	
By balance October 31st, 1871.		$200 00
	$200 00	$200 00

TABLE K.

Gas Mains laid by the Gas Light Company of Baltimore from the 1st January, 1871, to the 31st December, in compliance with an Ordinance of the Mayor and City Council of Baltimore, approved May 31st, 1859.

Location.	Diam. of pipe.	Length in feet.
Choptank street, between Pratt and Gough streets.	4	603
" " between Pratt and Lombard.....	4	153
Gist street, between Pratt and Gough.....	4	360
Chase street, between Broadway and Register...	4	279
Register street, between Chase and Eager.....	4	495
Biddle street, corner Gay.....	4	90
Biddle street, between Caroline and Bond.	4	99
Eager street, bet. Constitution street and Bridge..	4	189
Eden street, between John and Hoffman.....	4	171
Chase street, between Bond and Gay.....	4	270
Biddle street, between Caroline and Dallas.....	4	187
Bank street, between Chester and Choptank.....	4	200
Broadway, between Fayette and Hampstead sts...	4	414
Orleans street, between Ann and Wolf.....	4	375
Jefferson street, between Broadway and Ann.....	4	300
McElderry street, between Bond and Broadway..	4	325
Arbel alley, near Chew.....	3	175
Forrest street, between Eager and Chase.....	4	504
Chase st., bet. Forrest st. and Greenmount ave.	4	96
Etting street, between Lanvale and Dolphin.....	4	396
Division street, " "	4	408
Eutaw street, North of Mosher.....	4	492
Ann street, between Hampstead and Fayette.....	4	516
Wolf street, between Fayette and Orleans.....	4	455
Fayette street, between Wolf and Gist.....	4	1725
Cowpen alley between Liberty and Howard sts...	3	187
Forrest street, between Gay and Low.....	4	300
Mullikin street, between Caroline and Bethel.....	4	588
Total.....		10,352

Recapitulation.

9,990 feet 4-inch pipe at $1.....	$9,990 00
332 " 3-inch " at 75 cents.....	271 50
	$10,261 50

TABLE K—Concluded.

Number of feet and cost of Gas Mains laid by the Baltimore Gas Light Company, under the provisions of ordinance approved May, 1859.

1860—50,015	feet	3	inch	pipe	at	$ 40	$20,006 00
1,987	"	8	"	"		1 25	2,483 75
1861—44,440	"	3	"	"		40	17,760 00
1,167	"	8	"	"		1 25	1,458 75
1862—20,079	"	3	"	"		40	8,031 60
1863—10,701	"	3	"	"		51	5,457 51
1864— 1,816	"	3	"	"		70	1,271 20
1865— 20,554	"	3	"	"		76	15,620 04
1866—13,695	"	3	"	"		75	10,271 25
1867—19,790	"	3	"	"		75	8,092 55
1,095	"	4	"	"		1 00	1,095 00
1868— 5,610	"	3	"	"		75	4,207 50
2,258	"	4	"	"		1 00	2,258 00
1869— 8 789	"	3	"	"		75	6,591 75
884	"	4	"	"		1 00	884 00
1870— 2,685	"	3	"	"		75	2,013 75
657	"	4	"	"		1 00	657 00
1871— 362	"	3	"	"		75	271 50
9,990	"	4	"	"		1 00	9,990 00
Total cost to October 31st, 1871							$118,421 15

ANNUAL REPORT

OF THE

JUDGES OF THE APPEAL TAX COURT,

TO THE

Mayor and City Council of Baltimore,

REPORT.

OFFICE OF THE APPEAL TAX COURT,

Baltimore, November 1, 1871.

To the Honorable the Mayor

and City Council of Baltimore:

GENTLEMEN:

A late ordinance of the Council directs, that hereafter the fiscal year of the city shall commence with the first day of November, and close on the thirty first day of October.

In accordance with this direction, we submit our report for the preceding ten months of the year 1871, from January 1st, to October 31st.

During this period the same spirit of improvement, which has marked the last three or four years, has continued to be manifested. The city is rapidly extending by its own natural growth, as will be seen by reference to the number of permits issued in the last ten months for new buildings, &c., and the number reported as liable to taxation by our Assessor since the first of January last.

The rapid and continuous growth of our city will be appreciated by the following brief statement of the number of permits issued for new buildings and improvements in the past three years and ten months, as follows:

In the year 1868	2,879
In the year 1869	3,012
In the year 1870	3,630
From Jan. 1, 1871 to Oct. 31, 1871, "10 months"	3,185
Total	12,706

Showing a total of twelve thousand seven hundred and six.

Annexed will be found a statement of the taxable basis presented to the Collector from 1867 to 1871, inclusive, with the assessments, collections and abatements thereon.

Statement of Property for each year that stands charged to the City Collector, Nov. 1, 1871.

	City Direct.	Real Exempt.	Personal Exempt.
1867.			
Amount of assessments upon which taxes were unpaid January 1, 1871	$1,879,970	$263,108	$ 64,430
Less abatements—"closed by limitation"	1,720.185	256.039	64,430
Amount collected upon	159,785	7.069	.....
	1,879,970	263,108	64,430
1868.			
Amount unpaid January I, 1871	2,034,445	268.019	36,417
Add new assessments	26,558	3,094	.....
Add amount of Refunds from March 1, 1868 to July 1, 1870	837,849	.....	.....
	2,898,852	271,113	36,417
Less abatements	591,405	1,500	7,275
Amount collected upon	1,482,507	89,381	2,860
Amount remaining uncollected	824,940	180,232	26,282
	$2,898,852	271,113	36,417

Statement of Property that stands charged to the City Collector—Continued.

	City Direct.	Real Exempt.	Personal Exempt.
1869.			
Amount unpaid January 1, 1871	$10,290,250	647,734	74,895
Add new assessments	64,007	3,188	.....
Add amount of Refunds for 1868 to March 1, 1869, as forming part of Basis for 1869	581,415	.....	.....
Add amount of Refunds from Mar. 1, 1869, to July 1, '71	345,944	.....	.....
	11,281,616	650,922	74,895
Less abatements	1,160,914	3,937	9,150
Amount collected upon	4,619,788	326,531	42,290
Amount remaining uncollected	5,500,914	320,454	23,455
	11,281,616	650,922	74,895
1870.			
Amount unpaid January 1, 1871	52,502,396	3,218,139	167,248
Add new assessments	385,637	5,321	20,000
Add amount of Refunds for 1868 to Mar. 1, 1869, and for 1869 to Mar. 1,1870, as forming part of Basis for 1870	834,257	.....	.....
Add amount of Refunds from Mar. 1, 1870, to Oct. 31, '71	149,763	.....	.....
	53,872,053	3,223,460	187,248

Statement of Property that stands charged to the City Collector—Concluded.

	City Direct.	Real exempt.	Personal Exempt.
Less abatements	$2,376,232	$4,229	$19,775
Amount collected upon	39,830,225	2,793,803	73,738
Amount remaining uncollected	11,665,596	425,428	93,735
	53,872,053	3,223,460	187,248
1871.			
March 1, 1871. Amount of assessments of 1870, remaining as a portion of the assessments for 1871	176,971,855	6,705,574	448,206
Add new assessments	30,005,246	14,588	30,200
Add amount of Refunds for 1868 to March 1, 1869, for 1869 to March 1, 1870, and for 1870 to March 1, 1871, as forming part of Basis for 1871	921,835	.....	.....
Add amount of Refunds from Mar. 1, '71, to Oct. 31, 71.	27,019	.....	.....
	207,925,955	6,720,162	478,406
Less abatements	4,770,860	24,018	18,670
Amount collected upon	119,836,388	2,796,408	235,632
Amount remaining uncollected	83,318,707	3,899,736	224,104
	$207,925,955	$6,720,162	$478,406

RECAPITULATION.

Amount for different years charged to the City Collector November 1, 1871.

	City Direct.	Real Exempt.	Personal Exempt.
1868	$824,940	$180,232	26,282
1869	5,500,914	320,454	23,455
1870	11,665,596	425,428	93,735
1871	83,318,707	3,899,736	224,104

PERMITS.

The number of permits issued from January 1, 1871, to October 31, 1871, for new buildings and improvements, was three thousand one hundred and eighty five, (3185) being an increase of sixty (60) over that for the same period of last year, and apportioned among the several wards as follows:

1st	Ward	396
2d	"	51
3d	"	44
4th	"	33
5th	"	47
6th	"	170
7th	"	499
8th	"	136
9th	"	48
10th	"	43
11th	"	67
12th	"	106
13th	"	27
14th	"	53
15th	"	108
16th	"	175
17th	"	163
18th	"	381
19th	"	456
20th	"	182
	Total	3,185

REFUNDS.

From January 1, 1871, to October 31, 1871, there have been one hundred and seventeen (117) orders for refunding of

taxes given, principally for small amounts paid by parties in error.

NEW ASSESSMENTS.

The number of houses assessed during the year up to November 1, and their cash value, will be seen by the report from our faithful and efficient assessor, Captain Thomas Gifford, as follows:

BALTIMORE, November 1, 1871.

To the Honorable Judges of the Appeal Tax Court:

GENTLEMEN:

I submit to your consideration a report of new buildings and improvements, and the value of the same, as assessed by me since January 1, 1871, up to the present date, and apportioned among the several wards as follows:

Wards.	New Buildings.	Improvements.	Value.
1st	327	45	$419,200
2d	14	10	28,200
3d	17	18	27,700
4th	10	9	16,650
5th	19	18	61,200
6th	139	14	211,600
7th	378	29	520,500
8th	26	5	108,600
9th	31	6	605,500
10th	19	14	200,600
11th	21	15	149,000
12th	76	9	325,700
13th	18	12	42,000
14th	13	12	59,200
15th	39	16	123,500
16th	149	34	169,100
17th	122	30	185,300
18th	252	25	374,900
19th	496	16	1,326,100
20th	121	19	304,000
Total	2,287	356	$5,258,550

Respectfully yours,

THOMAS GIFFORD, *Assessor.*

TRANSFERS.

During the ten months of the present year there have been three thousand two hundred and ninety two (3292) transfers of property, showing an increase of two hundred and fourteen (214) over that for the same period of last year.

ABATEMENTS.

The total amount of abatements made during the year up to November 1, was *eight millions nine hundred and eighty seven thousand, nine hundred and sixty five dollars*, ($8,987, 965). Of this sum $600,180 was from the basis of 1868; $1, 174,001 from the basis of 1869; $2,400,236 from the basis of 1870; and $4,813,548 from the basis of 1871. The greater portion of the abatements was for personal property, caused by the fluctuations in trade and changes in business.

We have thus endeavored to give a brief, but fair exhibit of the affairs of this department for your consideration, and believe the facts will warrant us in saying that our city is steadily advancing with rapid strides on the road to wealth and prosperity.

Respectfully submitted,

BEALE H. RICHARDSON,
EDWARD A. GIBBS,
RICHARD C. WELLS.

DAVID HENLY, *Clerk*.

REPORT

OF THE

WATER DEPARTMENT

TO THE

MAYOR AND CITY COUNCIL OF BALTIMORE,

FOR THE

Year ending Oct. 31st, 1871.

Officers of the Water Board,

DECEMBER 16th, 1871.

COMMISSIONERS.

HON. JOSHUA VANSANT, MAYOR, *Ex Officio President.*
JAMES L. McLANE, *Secretary.*
GEORGE U. PORTER,
JOHN A. GRIFFITH,
JOHN F. HUNTER,
EORGE P. THOMAS.

REGISTRAR'S DEPARTMENT.

WM. L. SHARETTS, *Water Registrar.*
ALEX. K. MANTZ, *Cashier.*
WM. F. SINCLAIR, *General Book-keeper.*
JAMES S. ETCHBERGER, *Clerk.*
SAMUEL W. THOMAS, "
GEORGE W. SHARETTS, "
JOHN T. BARTON, *Collector.*
BENJAMIN PRICE, "
GEORGE W. EMMERICH, *Hydrant Inspector.*

ENGINEER'S DEPARTMENT.

JAMES CURRAN, *Water Engineer.*
ROBERT K. MARTIN, *Civil* "
RICHARD D. MURPHY, *Engineer's Clerk.*

CHAS. D. SLINGLUFF, Commissioner,
Deceased Nov. 17th, 1871.

REPORT.

OFFICE OF THE WATER BOARD,

No. 24 North Street,

Baltimore, Dec. 16th, 1871.

To the Honorable the Mayor and
City Council of Baltimore:

GENTLEMEN:

"The Water Board of the City of Baltimore" respectfully submit their report for the fiscal year ending October 31st, 1871, together with the annual reports of the Water Engineer and Registrar and Civil Engineer, as required by the City ordinance.

These reports show the operations of the Department for *ten* months only, in order to conform to the recent change of the fiscal year.

During this period we have received from all sources	$396,390 51	
Less discount on water bills of 1871	14,885 01	
		$381,505 50
Add balance to Cr. with City Register, January 1st, 1871		82,459 59
Add amount in hands Water Registrar, January 1st, 1871		1,953 61
Total amount at our disposal		$465,918 61

During the same period we have expended:

For 6 months' interest on $5,000,000 Water Stock	$149,999 54	
For work at Druid Lake	54,692 50	
Carried forward	204,692 04	

Am't bro't forward.....	$204,692 04	
For working expenses.....	40,307 25	
" Distributing Main.....	34,171 18	
" Redemption of Ground Rent..	10,000 00	
" Fire Plugs and Pumps.....	5,054 89	
" Water Meters.....	4,937 83	
" Grading lot on St. Paul street..	4,428 85	
" New High Service Reservoir...	3,907 40	
" Returned Money paid in error.	930 74	
Total expenditures.....		308,430 18

Leaving as a balance in hand at the close of the fiscal year of..... $157,488 43

The several Lakes and Reservoirs are in perfect order.

The Conduit has been carefully inspected throughout its entire length and thoroughly cleansed.

Water was let into Druid Lake early in the year, since which time the whole supply of the City has been drawn from that Lake.

We are now able to report the entire completion of this Lake. The Tower and Observatory has been finished at a cost of $4,519 10. A neat and substantial iron railing enclosing the whole lake, (7,656$\frac{65}{75}$ feet,) has been erected at a cost, *as per contract*, of $13,145 77, being $1.77 per foot. The old stops, which were very defective and expensive, have been entirely remodeled, and the Stop House thoroughly overhauled and repaired. Experience has convinced the engineers that an additional supply Main will be required to feed Druid Lake, and it is the intention of the Board to lay such a Main in connection with the High Service Reservoir, now building. The Board has had under consideration for the past two years the subject of a better water supply for the high elevations in the Western and Northwestern sections of the city. Upon such information as we possessed at the date of our last Annual Report, it was supposed that a Stand Pipe would answer the purpose, at a comparatively small cost. Later investiga-

tions by the Water and Civil Engineers of the Department, in the course of which they personally inspected the various Water Works in Philadelphia, New York, Brooklyn, Boston, Newark and elsewhere, determined the Board to construct a High Service Reservoir in Druid Hill Park. This work was put under contract and commenced during the past summer, and will be pushed to completion as rapidly as the nature of the work admits of. For full description of this new work, and the reasons which decided the Board in its favor, as also for an account of the means at our disposal for the same, we respectfully refer you to a report submitted to this Board, in June last, by the committee to which the matter was referred for examination.

The drought during the past summer was of unexampled duration and severity, in consequence of which Lake Roland was drawn down lower than ever before; indeed, for eight months there was absolutely no overflow at the dam; during the same period the daily consumption of water largely increased, reaching as high a figure as 14,122,032 of gallons per day. Thanks to the great storage capacity of Druid Lake, the City enjoyed a full water supply, notwithstanding the drought, nor do we anticipate any serious inconvenience from short supply for several years to come. At the same time, in view of the largely increased consumption, we fully appreciate that the day is not distant when the water of the Gunpowder river must be brought to the City, and we are giving the subject careful consideration.

Looking at the steady and regular increase of the Revenues of the Department from Water Rents, there is good reason to hope that with proper management the Gunpowder supply can be brought to the city without subjecting the city to one dollar of additional taxation. For the past two years the increased revenue of the Department has been equal to the interest on a sum quite as large as we should think it desirable or prudent to expand in any one year on this work; and on the completion of the work the revenues might reasonably be

expected to pay interest on the whole Water Debt and defray all the expenses of the Department.

We should not, however, advise any active effort in this matter until after the completion of the New High Service Reservoir, and the additional supply main for Druid Lake. But as the sessions of the Legislature are biennial, we would suggest that it might be as well to obtain, during the present session, such an amendment to the act authorizing the issue of Water Stock, as will enable the Mayor and City Council to take the sense of the people without unnecessary delay, when the time shall arrive for so doing.

Although the supply of water in the several Lakes and Reservoirs has been ample during the past year, it has not been possible, at all times, to furnish a satisfactory supply to all parts of the City. The explanation of this condition of things is found in the insufficient capacity of many of the mains. These were laid at a time when the finances of the Department did not admit of much provision being made for the future, and the rapid growth of the City in the last few years has greatly overtaxed them. This was especially the case with those mains laid along and near to the City limits, and from which latterals had been extended for the supply of premises located in Baltimore county. These supplies have seriously effected the city supply. And the Board finding that the present mains were not adequate for the supply of both city and county, and believing that the first duty of the Department was to furnish an ample supply of water to all parts of the city, have prohibited any further extension of mains beyond the city limits or any new supplies from the mains already laid. This action of the Board will of course involve some loss of revenue to the Department, but we have not felt that we had any right to weigh such pecuniary loss against the health and comfort of the people at whose expense the works under our charge was constructed.

It is the intention of the Board to continue those supplies heretofore granted beyond the city limits, as long as the neces-

sities of the city will permit, but to allow no further draw on the mains.

We would again respectfully call your attention to the insufficiency of the annual appropriation of $6,000 for "Fire Plugs and Pumps." This amount was fixed years ago, when labor and material were little more than half their present rate; moreover, out of this appropriation we have to provide public drinking fountains, which become indispensable as various pumps fail. This appropriation should not be less than $10,000.

In like manner it is but simple justice to the water consumers that an ample appropriation should be made to pay for the water used by the Fire Department.

Interest on the entire Water Debt, and all expenses of the Department, including New Mains, are now paid out of the revenues of the office, and there is no good reason why the expenses of furnishing water for fire purposes, or of maintaining public drinking fountains, should be borne exclusively by one portion of the community. We therefore renew the suggestion of our last annual report, that the City Register be authorized to allow the Department an annual rent of $20 for each Fire Plug,

We have to report the loss, by death, during the past year, of a valuable and greatly respected member of the Board, Mr. Charles D. Slingluff. For the past four years, he has devoted himself to the business of the Department with all his accustomed energy, with a mind single to the best interests of the City, whose trust he had accepted, and with an evenness of temper which endeared him to every member of the Board and every officer and employee of the Department.

We remain, very respectfully,

JOSHUA VANSANT, *ex-officio, President.*
JAMES L. MCLANE, *Secretary.*
GEO. U. PORTER,
JOHN A. GRIFFITH,
JOHN F. HUNTER,
GEORGE P. THOMAS,
Commissioners.

REPORT OF

Committee on Better Supply

FOR HIGH ELEVATIONS,

REPORT.

THE undersigned, appointed in June, 1870, "a Special committee to investigate the necessity for a better supply of Water at Lafayette Square and vicinity, and also to report upon the best method of furnishing such improved supply," submit the following report:

We learn from a report of the Water Engineer, made in November, 1870, that there are within City limits seven hundred and sixty-two (762) acres of ground at elevations above tide of from 171 to 233 feet. Of this area, more than one-half is built upon, and the remainder is being rapidly improved.

We are satisfied by the statements of numerous residents, fully sustained by the investigations of the Water Engineer, prosecuted under our directions, that at all points within this area, of greater elevations than 180 feet above tide, the supply of water is very insufficient. While, whenever Hampden reservoir is drawn down 6 or 8 feet, as it frequently is when cut off from Lake Roland because of the muddy condition of that Lake, very serious embarrassment is occasioned, even at elevations of 170 feet above tide.

In the opinion of your committee, therefore, "the necessity for a better supply of water" is urgent at all points 170 feet above tide, or in other words for the whole area of 762 acres above mentioned, and it remains only to determine the best mode of furnishing such supply.

The Board will bear in mind that Hampden Reservoir and Druid Lake, our present high service distributing works, have their water service, when full, 217 feet above tide, and are

supplied by *natural flow* from Lake Roland, which is 225 feet above tide. All that can be accomplished by *natural flow* has been done, and any higher water surface than Hampden reservoir, for distributing purposes, can be had only by pumping.

The printed reports of the several Water Departments of Philadelphia, New York, Boston and Chicago, induced the belief that a STAND PIPE presented the means of increasing the Water head, at much less cost than a high reservoir, to be supplied by pumps, and your committee obtained plans and estimates for a STAND PIPE and engines, with all necessary high service mains, as early as November last, and were prepared to recommend a site for the location of the same which would have secured an elevation of 290 feet above tide.

Deeming it best, however, to defer action on so important a matter until the Engineers of the Department could make a personal examination of the several Stand Pipes and Engines already in operation elsewhere, and could learn from the engineers in charge of them the result of their experience of the actual working of the same, we requested Mr. Curran and Mr. Martin to visit Philadelphia, Jersey City, Brooklyn, New York and Boston, and to make a careful inspection of the different systems for pumping in use in those cities.

The very full reports made by these officers, on their return in March, 1871, have already been before the Board, and have had controlling weight with this committee.

We find that all the Engineers with whom they conferred, agreed in the opinion that a Stand Pipe should never be resorted to when a *proper site* for a high service reservoir could be obtained, and they gave reasons for their opinions which appear to your committee conclusive. With a Stand Pipe, the engines must be kept constantly in motion—night and day. Stop the engines for a moment, for any cause, and the supply ceases. Therefore, to guard against accidents to the machinery, and to provide for necessary repairs, a double set of engines would be required.

Again, working the engines night and day would necessitate

a double set of hands, and the consumption of fuel would be enormous, at the same time the wear and tear on the machinery would be greatly increased.

Thus, whatever might be saved on *first cost*, because of the cheaper construction of a Stand Pipe, would very soon be lost in the greatly increased working expenses.

On the other hand, with a Reservoir of 20,000,000 or 25,000,000 of gallons capacity, it would not be necessary to work the engines more than *three* or *four* days in each week, if so much, and not at all at night. For such a reservoir but one engine would be required, and that one neither larger nor more expensive than each of the two required for a Stand Pipe. But one set of hands would be needed to work the engine. The wear and tear would be greatly diminished, and the consumption of fuel very moderate, and attended with little or no waste.

In another important particular a reservoir possesses marked advantages. The supply of water would be regular and uniform, and not liable to interruption from accidents to the machinery; because a reservoir of the capacity here indicated would supply the High area (762 acres) when fully built on, for at least one week, without pumping.

Fully appreciating the disadvantages of the one and the advantages of the other system, your Committee at once set to work to ascertain whether a proper site of sufficient elevation above tide for a high service reservoir could be obtained.

It was all important that the site should be not less than 300 feet above tide, in order to deliver water to the upper floors of dwellings located on the highest points within the city limits, viz: 233 feet above tide.

On the score of economy, it was not less important that the site should be as near the city as possible, and of easy access for supply mains. In the same connection, the cost of land and right of way for the supply mains had to be considered.

Mr. Martin found by actual survey, that within Druid Hill Park, and at the distance of 4,400 feet from the head of Druid Lake, we could obtain all we required. Here we find

a site, already the property of the city, at an elevation of 340 feet above tide, of sufficient area to admit of the construction at reasonable cost, of a circular reservoir, with inside diameter 500 feet, outside diameter at top 539 feet. Water surface when full 353 feet above tide, which with a depth of water 20 feet will have a capacity of 26,130,258 gallons

The formation of the ground between this site and Druid Lake, whence the supply for the reservoir would be taken, is well suited for laying supply mains, as well to the reservoir as from it to the city, and in both cases these mains would be laid in the Park, or in ground exclusively under the control of the Park Commissioners, an arrangement which presents very important advantages.

The subject was at once brought to the attention of the Park Commissioners, and they, with a desire to facilitate in every way a work of such prime importance to the city, cheerfully consented to the location of a reservoir on the site above indicated, as well as to a location for the pump house selected by our engineers

With this report we submit plans and estimates for a reservoir, of two sizes, together with necessary engine and pumps, and proper supply mains.

These estimates have been prepared with great care by the Water and Civil Engineers of the Department, who concur in the opinion that they are ample to complete the work. In a matter so purely professional, your Committee can have no hesitation in accepting their conclusions as correct.

Of the two sizes, we concur with the engineers in giving the preference to the larger, and, entertaining as we do, the opinion that such a reservoir, located as before suggested, in Druid Hill Park, and supplied by proper steam pumps of either the Worthington or Henderson pattern, as may hereafter be determined, of about 2,500,000 capacity in the 24 hours, will furnish a full supply of water to the highest parts of the city, and this in the best and surest manner. Your Committee respectfully recommend that such a work be put under contract at as early a day as practicable.

The Board will understand that the work here recommended will, in no way, involve any increase of the water debt, nor will any special appropriation by the city be required for it. In the judgment of your Committee, the Board has at its disposal ample means to accomplish the work, and that the Board may clearly understand the ground on which the Committee rests its opinions of the sufficiency of those means, we submit with this report a statement showing the present marketable value of the real estate and ground rents now held by the Board, to be in excess of the estimated cost of the proposed high service works. Our estimate of value for the real estate, will, we think, fall below the actual price obtained, as the establishment of a Public Square in the immediate vicinity of our lots, as recently authorized by ordinance of the Mayor and City Council, will naturally enhance their value.

The Board is aware that the Engineers of the Department have for some time past been satisfied of the necessity of laying an additional supply main from Hampden reservoir to Druid Lake, in order to maintain a full head of water at the latter. At present Druid Lake receives its supply by *two* pipes, each 30 inch diameter, and discharges water for city use by an equal number of pipes and of the same size; another influent pipe would appear to be necessary under any circumstances, but will certainly be so when a further draw on Druid Lake is made for the supply of the High area, as now proposed.

We have, therefore, had prepared, and submit the same in connection with estimates for a new reservoir, an estimate of the cost of an additional influent pipe from Hampden reservoir to Druid Lake, and we would recommend that the same be laid in time to be available on the completion of the new high service works.

(Signed) James L. McLane,
John A. Griffith,
George U. Porter,
Special Committee.

June 5th, 1871.

On motion, the above report was adopted.

Water Registrar's Report.

REPORT.

WATER REGISTRAR'S OFFICE,
No. 24 North Street.
Baltimore, Oct. 31, 1871.

To the Honorable President
and Members of the Water Board:

GENTLEMEN:

In compliance with the provisions of City Ordinance, No. 56, of 1871, determining the Fiscal Year, for the corporation of the City of Baltimore, and changing the same from the 31st day of December, to the 31st day of October, and approved April 7, 1871,

I have the honor to submit herewith, my fourth annual report, embracing the first ten months of the year 1871, the Financial Operation of the Registrar's department, exhibiting in detail under their appropriate heads, the revenue collected and deposited with City Register, requisitions made upon the City Comptroller, new supplies added, amount of disbursements, and abatements made during the same period of 1871.

In addition to the water rents, the department have received from sale of Real Estate during the first ten months of 1871, the following viz.:

From H. C. Turnbull, Esq., lot on North Charles street	$10,000 00
From Talbott Denmead, Esq, lot on North Charles street, on account	29,716 00
From Ground rents and rent of lot near Mt. Royal Reservoir	1,904 44
Total	$41,620 44

The total gross receipts collected from all sources during the first ten months of the year 1871, from water rents, including dwellings warehouses, and water furnished by meter, to hotels, railroad companies, rolling mill, distilleries, beer breweries, coal oil refineries, sugar refineries, oyster and fruit packers, malt houses, cattle yards, rectifyers, white lead works, brick yards, tanners, chemists, and agricultural manufacturing establishments, including $41,620,44, received for sale of real estate, amounts to 396,390 51.

Amount due Water Department, annual appropriation by the Mayor and City Council for fire plugs, pumps, public fountains, &c., $16,000 00.

The disbursements made during the first ten months of 1871, was for working expenses, 40,307 25; six months interest on 5,000,000 00 water stock, 149,999 54; Christiana Bond, ground rent redemption, lot near Mount Royal Reservoir, 10,000 00; on account of grading lot, Biddle and St. Paul's streets, 4,428,85; money returned, paid in error, and discount on 71 bills, 15,815 75; amounting to 220,551 39.

Showing an excess of receipts, over working expenses, interest on water stock purchase of real estate &c., of 175,839 12.

In addition to the disbursements of 220,551 39, there was expended for extension of mains for the first ten months of 1871, 34,171 18; Druid Lake 54,692 50; new high service reservoir, 3,907 40; meters 4,937 83; fire plugs, pumps &c., 5,054 89; amounting to 102,763 80.

Gross rect's for 10 months of '71.....396,390 51		
Cash on deposit with City Register Jan. 1, 1871	82,459 50	
Cash in hand of Registrar Jan. 1, '71,	1,953 61	
		$480,803 62
Total disbursments for ten months of 1871.....308,430 18		
Discount allowed for ten months of 1871.....	14,885 01	
		323,315 19
Cash in Registrar's hands, and on deposit with City Register, Oct. 31, 1871.....		$157,488 43

I would request the attention of the Board, to the inconvenience experienced in identifying dwellings, &c., on many of the streets in the eastern and north-western section of the city, on account of the imperfect numbering; the many new improvements erected this year and without numbers increases the difficulty, and as a further means to increase a permanent revenue to the department, I would respectfully recommend to the Board to authorize a new survey of the entire city.

METERS.

The total number of meters applied to premises of water consumers is 247; of this number 102 are $\frac{5}{8}$ in., 82 1 in., 28 1$\frac{1}{2}$ in., 18 2 in., and 17 3 in. They are attached to hotels, railroads, distilleries, oyster packers, beer breweries, and other manufacturing establishments.

I am gratified to be able to report that the revenue is steadily increasing, and the collections for the first 10 months of 1871 nearly equal to the entire collections for the year 1870, as will appear by reference to the following Summary of Receipts.

Summary of Receipts for 10 *months*, 1871, *viz: January* 1*st to October* 31*st*, 1871.

Received from water rents 1871.....	$180,936 96	
" " " 1870.....	82,080 32	
" " " 1869.....	8,787 02	
" " " 1868.....	1,817 99	
	$273,622 29	
" " meter rents.....	46,597 15	
	$320,319 44	
Less discount on 1871 bills.....	14,885 01	
Net amount water bills 10 months 1871.....		$305,434 43
Plumbing Department.....		19,224 23

Gunpowder real estate	1,638 50
Real estate	41,620 44
Druid Lake	8,881 82
Distributing main	3,385 79
Lake Roland	415 00
Hampden Reservoir	72 00
Mount Royal Reservoir	17 50
Interest on 1870 bills	506 67
" 1869 "	264 22
" 1868 "	44 90
Net receipts	$381,505 50
Add amount allowed for discount on 1871 water bills	14,885 01
Total collections for 10 months 1871	$396,390 51

Summary of Expenses for 10 *months*, 1871, *viz: January* 1*st*, *to October* 31*st*, 1871.

Repairs	$1,888 34	
Plumbing Department	12,619 10	
Water meters	3,352 91	
Lake Roland	810 65	
Salaries and expenses of Registrar's Office	11,032 83	
Salaries and expenses of the Engineer's Office	4,541 08	
Current expenses	4,679 02	
Gunpowder real estate and water rights	445 53	
Hampden Reservoir	143 63	
Mount Royal Reservoir	669 51	
Conduit	124 65	
Working expenses	$40,307 25	
6 months' interest on $5,000,000 water stock	149,999 54	
Real estate, on account grading lot and for the purchase of Mt. Royal Reservoir lot	14,428 85	
Amount returned paid in error	930 74	
Discount on 1871 bills	14,885 01	
		$220,551 39
Showing an excess of receipts over working expenses, interest, purchase, &c., of real estate, discount, and returned money for 10 months 1871, of		175,839 12
Amount expended on Distributing Main		34,171 18

Amount expended on Druid Lake.....		54,692 50
Amount expended on High Service Reservoir		3,907 40
Amount expended for meters.		4,937 83
Amount expended for fire plugs.....		3,442 79
Amount expended on pumps.....		1,612 10
Balance with the City Register, to the cr. of the Water Department, October 31, 1871.....	$154,780 32	
Balance in hand of Water Registrar October 31, 1871....	2,708 11	
Cash on hand and in bank Oct. 31, '71.		$157,488 43

Statement "A" exhibits the Water Registrar's cash account.

Statement "B" exhibits the Water Registrar's disbursment, account.

Statement "C" shows the trial balance, General Ledger, October 31, 1871.

Statement "D" Balance Sheet General Ledger, October 31, 1871.

Statement "E." This statement exhibits the monthly receipts of the Water Department for 10 months of 1871.

Statement "F." This schedule shows the disbursements of the Water Department for the first 10 months of 1871

Statement "G." This statement exhibits the monthly deposits with the City Register, together with the weekly requisitions made upon the Comptroller by the Water Department.

Statement "H" exhibits New Supplies for the first 10 months of 1871.

Statement "I" exhibits the abatements made for the first 10 months of 1871.

Statement "K" exhibits the estimated revenue for 1872.

Statement "L" shows the balances remaining on the Ledger, October 31, 1871.

Respectfully submitted,

WM. L. SHARETTS, *Water Registrar.*

STATEMENT A.

Water Registrar's Cash account for the year ending October 31st, 1871.

		Dr.	Cr.
To water rents 1871	$180,936 96		
Less discount on 1871 rents	14,885 01		
		$166,051 95	
To water rents 1870		82,080 32	
" " 1869		8,787 02	
" " 1868		1,817 99	
" Meter "		46,697 15	
" Interest on 1870, '69, '68 bills		815 79	
" Plumbing Department		19,224 23	
" Gunpowder real estate		1,638 50	
" Real estate		41,620 44	
" Druid Lake		8,881 82	
" Distributing main		3,385 79	
" Lake Roland		415 00	
" Hampden Reservoir		72 00	
" Mount Royal "		17 50	
		$381,505 50	
" Balance on hand Jan. 2, 1871.		1,953 61	
By amount deposited with the City Register to Cr. of the Department, from Jan. 1 to Oct. 31, 1871			$380,751 00
" Balance on hand Oct. 31, 1871.			2,708 11
		$383,459 11	$383,459 11
Net receipts	$381,505 50		
Add discount on 1871 rents	14,885 01		
Total gross receipts for 10 months 1871	$396,390 51		

STATEMENT B.

Water Registrar's Disbursement Account for the year ending October 31st, 1871.

	Dr.	Cr.
To requisitions on City Register....	$308,430 18	
Paid 6 months' int. on $5,000,000 Water Stock.....		149,999 54
" Distributing Main.....		34,171 18
" Druid Lake.....		54,692 50
" Repairs.....		1,888 34
" Plumbing Department.....		12,619 10
" Meters.....		8,290 74
" Lake Roland.....		810 65
" Salaries and expenses Registrar's office.....		11,032 83
" Salaries and expenses Engineer's office.....		4,541 08
" Current expenses.....		4,679 02
" Gunpowder real estate.....		445 53
" Hampden reservoir.....		143 63
" Mount Royal "		669 51
" Conduit.....		124 65
" Real estate.....		14,428 85
" High service reservoir.....		3,907 40
" Fire plugs.....		3,442 79
" Pumps.....		1,612 10
" Amount returned paid in error		930 74
	$308,430 18	$308,430 18

Total Disbursements for 10 months, 1871, $308,430 18.

STATEMENT C.

Dr. *Trial Balance General Ledger,*

5	Profit and loss	$122,363 78
7	Real estate and water rights	874,192 47
10	Construction of new works	1,355,214 13
32	Mayor and City Council	154,780 32
66	Water Registrar's cash account	2,708 11
115	Distributing main	1,343,750 81
123	Repairs	1,888 34
145	Fire plugs	1,536 90
148	Conduit	124 65
149	Public hydrants	6 07
155	Druid Lake	1,167,404 37
160	Meters	17,456 07
164	Lake Roland	395 65
233	Pumps	1,308 39
244	Salaries and expenses Registrar's office	11,032 83
248	" " " Engineer's "	4,541 08
256	Hampden Reservoir	71 63
260	Mount Royal Reservoir	652 01
264	Gunpowder real estate and water rights	249,436 81
266	High service reservoir	3,907 40
288	Discount on 1871, rents	15,489 03
291	Current expenses	4,679 02
471	Water tax, 1869, amount returned	333 13
		$5,333,273 00

STATEMENT C.

October 31*st*, 1871. Cr.

1	City six per cent water stock	$5,000,000 00
197	Plumbing Department	6,573 63
413	Interest on 1868 bills	44 90
444	" " 1870 "	506 67
475	Meter rents	46,697 15
517	Water " 1870	81,833 21
526	" " 1868	1,777 61
536	" " 1869	8,719 77
561	" " 1871	186,855 84
601	Interest on 1869 bills	264 22
		$5,333,273 00

STATEMENT D.

DR. *Balance Sheet of the General Ledger,*

7	Real estate and water rights	$874,192 47
10	Construction of new works	1,355,214 13
32	Mayor and City Council	154,780 32
66	Water Registrar's cash account	2,708 11
115	Distributing main	1,343 750 81
145	Fire plugs	1,536 99
155	Druid Lake	1,167,404 37
158	Meters	14,103 16
233	Pumps	1,314 46
264	Gunpowder real estate and water rights	249,436 81
266	High service reservoir	3,907 40
		$5,168,348 94

STATEMENT D.

October 31*st*, 1871. Cr.

1	City six per cent. water stock	$5,000,000 00
5	Profit and loss	168,348 94
		$5,168,348 94

STATEMENT E.

Statement of the Receipts of the Water Department for the year ending October 31st, 1871, or 10 Months of 1871.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	Total.
Water Rents 1871	$35,246 05	$86,693 71	$19,017 29	$5,535 55	$4,624 75	$5,666 69	$3,568 82	$7,659 74	$6,013 62	$6,911 34	$ 180,936 96
" " 1870	18,958 11	11,500 98	7,795 44	8,681 62	5,056 42	11,117 77	6,263 84	3,585 17	4,258 21	4,862 73	82,080 32
" " 1869	1,031 89	854 14	785 63	1,046 44	503 07	1,161 18	651 30	558 11	573 49	1,621 77	8,787 02
" " 1868	125 07	66 00	476 98	206,02	548 42	138 00	30 00	149 00	56 00	22 50	1,817 99
Meter "	9,374 60	85 79	.....	11,010 14	70 61	.....	12,211 91	215 13	51 47	13,677 47	46,697 15
Plumbing Department	1,006 57	599 35	958 77	1,461 26	3,056 75	2,430 61	1,483 58	2,523 60	2,029 27	3,674 47	19,224 23
Gunpowder Real Estate	341 50	16 00	349 50	111 00	51 50	332 50	41 75	20 25	331 00	43 50	1,638 50
Real Estate	10,440 00	....	....	11,116 00	8,650 00	428 00	50 00	50 00	836 44	10,650 00	41,620 44
Druid Lake	.....	.....	5,160 25	.....	.....	1,500 00	.....	2,000 00	84 70	136 87	8,881 82
Distributing Main	.....	.....	.....	.....	.....	85 00	2,785 00	515 79	.....	.....	3,385 79
Lake Roland	.....	....	.....	240 00	.....	100 00	.....	.....	.....	75 00	415 00
Hampden Reservoir	.....	.....	....	72 00	....	.....	.....	.....	.....	.....	72 00
Mount Royal Reservoir	.....	.....	.....	.....	.....	5 00	.....	....	4 50	8 00	17 50
Interest on 1870 Bills	.....	....	14	6 00	16 64	132 27	100 10	53 27	82 22	116 03	506 47
" " 1869 "	8 26	3 86	13 65	23 73	12 74	45 11	31 52	19 99	20 93	84 43	264 22
" " 1868 "	90	.....	23 82	7 48	3 33	9 37	.....	.....	.....	.....	44 90
Total	$76,532 95	$99,819 83	$34,581 47	$39,517 24	$22,594 26	$23,150 90	$27,217 82	$17,350 05	$14,341 88	$41,284 11	$396,390 51

Total Receipts for 10 Months 1871 ..... $396,390 51

STATEMENT "F"

Statement of the Disbursements of the Water Department for the year ending October 31st 1871, or 10 Months of 1871.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	Total.
Distributing Main	$1,477 95	$1,267 37	$2,311 17	$2,835 27	$3,218 51	$2,502 96	$8,354 23	$5,015 65	$3,789 09	$3,398 98	$34,171 18
Druid Lake	5,698 25	767 63	667 89	1,920 31	13,883 82	4,803 49	6,259 91	6.465 56	7,636 15	6,589 51	54,692 50
Plumbing Department	576 73	785 61	732 80	1,752 25	1,528 38	2,118 66	1,686 60	1,304 80	1,068 69	1,064 58	12,619 10
Repairs	273 34	235 40	144 49	153 01	82 96	139 63	185 33	177 11	280 29	216 78	1,888 34
Water Meters	2,338 11	763 22	599 91	577 17	1,083 07	1,255 23	834 04	222 27	250 61	167 11	8,290 71
Lake Roland	51 16	22 66	.....	20 97	82 85	16 87	184 82	259 67	89 45	82 20	810 65
Salaries and Expenses Registrar's office	1,021 70	1,099 97	1,115 47	1,139 22	1,111 72	1,105 62	1,100 72	1,114 47	1,117 47	1,106 47	11,032 83
" " " Engineer's "	506 17	458 82	450 33	440 03	469 58	440 33	442 33	444 83	438 3	450 33	4,541 08
Current Expenses	675 66	352 83	627 99	826 87	190 45	632 90	324 03	334 94	585 00	128 35	4,679 02
Gunpowder Real Estate	26 80	35 41	26 80	116 97	101 80	26 80	26 80	26 80	30 55	26 80	445 53
Hampden Reservoir	.....	55 90	.....	7 44	55 84	4 05	.....	2 40	.....	18 00	143 63
Mount Royal Reservoir	.....	8 75	.....	23 65	54 25	532 93	14 00	13 83	14 00	8 10	669 51
Conduit	.....	45 00	27 90	33 75	.....	.....	.....	.....	.....	18 00	124 65
Real Estate	300 00	800 00	1,000 00	100 00	10,100 00	900 00	413 85	600 00	15 00	200 00	14,428 85
Fire Plugs	1,031 75	113 35	216 09	765 25	156 18	432 75	136 75	145 97	416 56	28 14	3,442 79
Pumps	43 25	153 72	33 59	134 30	182,11	117 22	132 60	562 94	95 00	160 37	1,612 10
High Service Reservoir	.....	.....	.....	.....	.....	.....	47 40	90 93	1,610 01	2,159 06	3,907 40
Total	$14,020 87	$6,965 64	$7,954 43	$10,643 46	$32,301 52	$15,029 44	$20,143 41	$16,782 17	$17,436 18	$16,222 78	$157,499 90

Amount paid 6 Months Interest on $5,000,000 00 Water Stock	$149,999 54
" returned paid in error	930 74
Total Disbursements for 10 Months of 1871	$308,430 18

STATEMENT G.

Statement of the Amount Deposited with and Drawn from the City Register from January 1st to October 31st, 1871.

Dr. Cr.

1871					1871				
January 2	To Balance			$82,459 50	January 4	By Check No.	1225	$12,663 87	
" 31	" am't deposited this month		$73,785 00		7	"	1226	342 40	
February 28	"	"	91,070 00		14	"	1227	365 85	
March 31	"	"	32,170 00		21	"	1228	392 20	
April 29	"	"	39,893 00		28	"	1229	340 26	
May 31	"	"	21,926 00						$14,104 58
June 30	"	"	22,917 00		February 4	"	1230	304 68	
July 31	"	"	26,121 00		7	"	1231	4,864 99	
August 31	"	"	18,446 00		11	"	1232	374 45	
September 30	"	"	14,332 00		11	"	1233	800 00	
October 31	"	"	40,091 00		18	"	1234	321 96	
				$380,751 00	25	"	1235	392 95	
									7,059 03
					March 4	"	1236	586 50	
					7	"	1237	5,218 51	
					11	"	1238	469 18	
					18	"	1239	539 88	
					25	"	1240	485 22	
					25	"	1241	800 00	
									8,099 29
					April 1	"	1242	512 30	
					4	"	1243	7,100 44	
					8	"	1244	454 94	
					15	"	1245	539 50	
					22	"	1246	1,093 78	
					29	"	1247	1,133 15	
									10,834 11
					May 1	By 6 months' interest on $5,000,000 00 Water Stock			149,999 54
					2	By Check No.	1248	7,018 22	
					2	"	1249	3,800 00	
					6	"	1250	2,113 53	
					13	"	1251	1,548 66	
					20	"	1252	865 02	
					27	"	1253	6,187 88	
					31	"	1254	834 51	
					31	"	1255	10,000 00	
									32,367 82
					June 3	"	1256	851 02	
					6	"	1257	700 00	
					6	"	1258	9,202 96	
					10	"	1259	837 47	
					10	"	1260	1,887 81	
					17	"	1261	804 28	
					24	"	1292	838 26	
									15,121 80
					July 1	"	1263	1,065 17	
					3	"	1264	12,175 44	
					8	"	1265	797 58	
					11	"	1266	2,963 97	
					15	"	1267	1,095 96	
					22	"	1268	987 08	
					29	"	1269	1,095 31	
									20,180 31
					August 5	"	1270	1,311 99	
					8	"	1271	12,624 70	
					12	"	1272	963 80	
					19	"	1273	948 95	
					26	"	1274	984 87	
									16,834 31
					September 2	"	1275	1,159 07	
					6	"	1276	7,231 82	
					6	"	1277	1,610 01	
					9	"	1278	1,264 96	
					9	"	1279	1,881 94	
					16	"	1280	1,357 45	
					16	"	1281	1,000 00	
					23	"	1282	977 61	
					30	"	1283	1,044 44	
									17,527 30
					October 3	"	1284	8,114 90	
					4	"	1285	1,694 48	
					7	"	1286	1,137 00	
					14	"	1287	1,070 77	
					21	"	1288	1,186 49	
					28	"	1289	2,060 00	
					28	"	1290	1,038 25	
									16,301 89
									$308,430 18
					31	By Balance			154,780 32
				$463,210 50					$463,210 50

1871
October 31 To Balance to the Cr. of the Department...$154,780 32.

STATEMENT H.

New Supplies for the year ending October 31st, 1871, or 10 Months, 1871.

633	dwellings	at $5 00	$3,165 00	
1045	"	" 7 50	7,837 50	
684	"	" 9 00	6,156 00	
294	"	" 12 00	3,528 00	
33	"	" 14 00	462 00	
4	warehouses	" 6 00	24 00	
7	"	" 8 00	56 00	
41	"	" 10 00	410 00	
2741				$21,638 50
488	baths	at $2 00	$976 00	
284	water closets	" 2 00	568 00	
184	hose	" 3 00	552 00	
404	horses	" 1 50	606 00	
46	carriages	" 1 50	69 00	
59	cows	" 1 00	59 00	
6	basins	" 1 50	9 00	
15	extra families	" 2 00	30 00	
1487				$2,869 00
1	photographer		$10 00	
1	"		20 00	
2	Errick pumps	at $6 00	12 00	
1	bottling establishment		20 00	
1	"	"	25 00	
1	carpenter shop		10 00	
	A mount forward		$ 97 00	$24,507 50

STATEMENT H—Continued.

	Amount brought forward	$ 97 00		$24,507 50
1	cooper shop	10 00		
1	" "	15 00		
1	blacksmith "	5 00		
3	" " at $10 00	30 00		
59	bars " 3 00	177 00		
17	" " 5 00	85 00		
7	barbers " 3 00	21 00		
19	bakers " 3 00	57 00		
8	butchers " 10 00	80 00		
2	druggis's " 3 00	6 00		
1	fountain	3 00		
2	" " 10 00	20 00		
2	rectifiers " 10 00	20 00		
1	"	15 00		
1	dairy	15 00		
1	engine house	25 00		
1	public bath	10 00		
1	laundry	10 00		
1	hall	5 00		
1	special	10 00		
4	" at $15 00	60 00		
5	" " 20 00	100 00		
2	" " 25 00	50 00		
1	"	30 00		
1	"	40 00		
1	1 h. p. engine	8 00		
2	2 " " at $16 00	32 00		
1	3 " "	24 00		
1	3½ " "	28 00		
2	4 " " at $32 00	64 00		
1	5 " "	40 00		
	Amount forward		$1,192 00	$24,507 50

STATEMENT H—Concluded.

	Amount brought forward.....		$1,192 00	$24,507 50
2	6 h. p. engine at $48 00.....		96 00	
2	8 " " " 64 00.....		128 00	
1	9 " "		72 00	
2	10 " " at $80 00.....		160 00	
1	20 " "		160 00	
166				1,808 00
	Producing a yearly revenue of.....			$26,315 50
103	Supplies for building water only, yielding a revenue for this year of.....			2 659 95
	Total New Supplies for 10 months of 1871...			$28,975 45

STATEMENT J.

Abatements condensed for the year ending October 31st, 1871, or ten months 1871.

	1868.		1869.		1870.		1871.	
	No.		No.		No.		No.	
Rents reduc'd	...	.....	...	.....	...	.....	1	$10 00
Baths	...	.....	4	$ 8 00	2	$ 4 00	4	8 00
Water closets	.	.....	...	.....	...	.....	1	2 00
Hose.	...	.....	...	.....	1	3 00	2	6 00
Horses...	...	.....	8	12 00	27	40 50	5	7 50
Carriages.....	...	.....	6	9 00	10	15 00	2	3 00
Specials.....	...	.....	2	23 00	9	80 00	6	35 00
Build'g water	4	$218 00	3	51 75	6	104 55	1	64 50
Vacancy and Stoppage..	9	134 61	33	326 43	65	867 78	37	380 78
	13	$352 61	56	$430 18	120	1114 83	59	516 78

Total amount of abatements for year ending October 31st, 1871, $2,414 40.

STATEMENT K.

Estimated Revenue from Water Rents for 1872.

6,914	Houses at	$ 5 00	$34,570 00		
8,983	"	7 50	67,372 50		
9,631	"	9 00	86,679 00		
3,893	"	12 00	46,716 00		
2,692	"	14 00	37,688 00		
32,113				$273,025 00	
192	Warehouses at	$ 6 00	$ 1,152 00		
327	"	8 00	2,616 00		
780	"	10 00	7,800 00		
1,299	"			$ 11,568 00	
5,486	Baths at	$2 00	$10,972 00		
2,596	Water closets	2 00	5,192 00		
1,661	Hose at	3 00	4,983 00		
3,019	Horses at	1 50	4,528 50		
765	Carriages at	1 50	1,147 50		
437	Cows at	1 00	437 00		
70	Extra families at	2 00	140 00		
				$ 27,400 00	
2,519	Special supplies and meters			72,373 00	
				$384,366 50	

STATEMENT L.

Balances remaining on the Books of the Department October 31st, 1871.

Work Bills		$ 7,554 99
Water Rents	1871	137,968 52
"	1870	22,864 53
"	1869	6,673 71
Meter Rents		756 61
		$175,818 36

Water Engineer's Report.

REPORT.

To the President
and Members of the Water Board:

GENTLEMEN:

In compliance with ordinance No. 10, Sec. 8, which requires the Water Engineer to report in full the condition of the works under his charge, the amount expended during the year, and all such other information as may be required by the Water Board, I report as follows:

The fiscal year having been changed from Dec. 31st to Oct. 31st, the present report comprises but ten months of the year 1871.

Whilst the years 1869 and 1870 were remarkable for their long draught, the past summer has exceeded them. I am not able to report as in 1869, a constant overflow at Lake Roland, on the contrary during the months of July, August, September and October, there was no waste whatever, until it was occasioned by shutting off Lake Roland to clean out Hampden Reservoir. During the above months we fell off at times as low as eighteen inches below the face of dam. It was very clear that our supply was not equal to our consumption, which I ascertained to be in October, 14,122,032 gallons per twenty four hours. It will be readily seen why the supply of water at Lake Roland fell short of our consumption, when it is well understood how soon said Lake becomes affected and its water unfit for use by the most moderate rain, when I have to report that no rain fell that disturbed the water in the least from the 28th of March to the closing of the fiscal year, Oct. 31st, 1871.

I received many complaints of short supply from the high points of the city, during the very warm weather, and previous to the restricting of the use of the street washers, in June.

There can be no question of the utility of said order, and I regret to have to say that there was some persons who looked upon the order as an infringement of their rights, whilst the anxiety of the department was protection to those who were less favored with a good supply.

During the month of February we were obliged to shut off at Lake Roland in consequence of muddy water, fifteen days and fifteen hours. It is very apparent then, that without the use of Druid Lake, and as heretofore with but six days storage, we would have been obliged to admit muddy water into the city nine days and fifteen hours before it was in condition to do so.

I have occasionally received complaints of the disturbed condition of the water. They have been very often traced to local causes; for instance, a dilapidated hydrant will receive the surface drainage, and its first discharge will be very offensive; again, where pipe lines terminate and a connection hereafter very improbable, I am attaching blow out cocks. I have been desirous for persons who have grievances to report at once to the office.

Druid Lake having been in successful operation since February last, ample opportunity has occurred to test its working. It has been fully demonstrated, that with the great increase in our consumption of water, an additional pipe line is required from Hampden Reservoir; as at present arranged, there are two pipes which supply the lake from Hampden, and two pipes which supply the city from Druid Lake; they are all of the same dimensions; the two former enter the Lake against a twenty feet head, and the two latter leave it under a head of forty feet. You will therefore see the impossibility of keeping Hampden Reservoir and Druid Lake on a level, as their construction designed, unless the additional pipe line is laid.

The advance of tunnels by the Potomac and Union Rail Road, along our pipe lines, has required much attention during

the past season, particularly along Boundary Avenue, where we were obliged to move seven hundred feet of ten inch pipe, out of the line of tunnel. Said line of pipe furnishes the supply to the eastern section, high elevations. The Board being anxious to improve the line, and being obliged to move it advantage was taken to increase it to a twenty inch pipe. Some action is now taken to open Boundary Avenue. When it it is done. An advance with the twenty inch pipe as far as Belair Avenue would be of great benefit.

I have been obliged to have two trusses sixty feet long sprung across the tunnel at McMechen and Boundary Avenue to sustain the two principal mains. I have also been obliged to remove seventeen hundred and twelve feet of pipe for the Potomac Road and three hundred and thirty feet for the Union Road.

With the advice of Board, I have had laid thirty one hundred feet of six inch pipe in the north eastern section of the city. This main was laid for the purpose of relieving the now overdrawn high service main. and drawing from the low service supply. It was the proximity of the high service main that has heretofore caused the department to use it, but the elevation of the land will admit of a satisfactory supply from the low service reservoir.

I have had laid thirty three hundred and thirty seven feet of six inch pipe in the south western section of the city. The supply has been entirely inadequate heretofore in this section, which is improving. Immediately upon its completion seventy four additional rents, yielding nine hundred and fifty five dollars, was connected.

At the close of last year a contract was made to improve the twelve thirty inch stops, located in the lower stop house at Druid Lake. They are completed, and are admirably adapted for the work they perform.

I have appended a table locating all the meters now in use. There are two hundred and forty seven in service. They continue to work satisfactorily, and the suspicions of our people are quietly wasting away.

There have been four miles, seventeen hundred and sixty five feet of service pipe laid during the ten months.

There have been seven miles, three thousand four hundred and fifty five feet of main pipe laid.

There have been forty six stops, and eighty nine branches connected.

In accordance with the directions of the Board, I, in company with the Civil Engineer, Mr. R. K. Martin, visited all the Water Works as far as Charlestown, Mass., with the view of getting general information, that might be beneficial in the preparation for the high service work now under construction in the Park.

As you are aware previous to our visit, we were somewhat impressed with the Stand Pipe system, but the farther we advanced the more firmly we became convinced that the system was defective. It is simply a safety valve upon their mains. The stoppage of pumps at once checks the supply, and the column is also at the mercy of a severe winter.

The opinion of nearly all those experienced in a water supply gives preference to the reservoir, if an elevation can be procured. We are much favored in that respect, as we have procured a site giving an elevation of three hundred and fifty feet, and the highest elevation we have to serve is but two hundred and thirty three. We reported in full the result of our visit. The reservoir is well advanced, and it is expected that the pumping machinery will be contracted for early in the Spring.

LAKE ROLAND.

The flow of deposits into the Lake has been less than any year since its construction, but there already exists an accumulation that it would be advisable to remove at an early day. The slopes and riprapping have received their annual attention. The grass upon the slopes has been cut oftener than usual with the view of improving the sod. The screws on the gates have been taken out and sent to the lathe, and put in fine order. The gate house dam, land and fencing, are in good condition.

I refer you to inventory of property at Lake Roland.

AQUEDUCT.

The banks near Cross Keys have received a top dressing of manure. The Culberts and fencing are in good order. In October six men passed through the Conduit, and swept its entire length from Harper's Waste Weir to Hampden Reservoir with hickory brooms, a distance of two and a half miles, the whole work is in excellent condition.

HAMPDEN RESERVOIR.

The grounds have been cleaned up, the grass on slopes has been kept cut close to benefit the sod. The reservoir was emptied October 18th and cleaned out, it was filled again October 22d. In filling the reservoir the conduit discharged per twenty four hours 25,057,937 gallons.

The riprapping along the the south west side was repaired, and the screen also. It is in good condition. I refer you to inventory for property.

Along our pipe lines on the N. C. R. R. all is well save the uneasiness that is felt about those rocks that lie in the bed of Jones' Falls near Mt. Vernon Factory ; their tendency to divert the stream during floods, thereby endangering the pipe line, would make it advisable to have them removed. I have been advised, which will be done at an early day, to construct a sewer to carry off the spring water that accumulates near the west track, and then waste under pipe lines to the falls, thereby constantly disturbing their foundation.

MOUNT ROYAL RESERVOIR.

The usual white washing and painting has been done. I have had larger blow cocks put upon the mains in the Stop House. The grass on the slopes has received the same attention as at Hampden, and the property is in good condition. I refer you to inventory for property.

Expenditures of the Water Engineers' Department from January 1st to October 31st, 1871.

Distributing Main	$34,171 18
Repairs	1,888 34
Plumbing Department	12,619 10
Lake Roland	810 65
Mt. Royal Reservoir	669 51
Hampden Reservoir	143 63
Fire Plugs	3,442 79
Pumps	1,612 10
Salaries and Expenses	4,541 08
Meters	8,290 74
Conduit	124 65
	$68,313 77

In the items of salaries and expenses is included the pay of Keepers of the several Reservoirs, heretofore it was charged to each Reservoir.

Service Pipe laid from January 1st to October 31st, 1871, 22,855 feet.

Bills delivered to Registrar for Work and Materials.

Plumbing Department	$19,666 54
Distributing Main	2,577 01

LEAKS AND REPAIRS.

No. of Main leaks repaired from Jan. 1, '71 to Oct. 31, '71	188
" " stops " " " " "	100
" Hydrants and Service Pipe turned off for leaks	409
" Ferrules drawn for leakage	87
" Fire Plugs repaired	73

ORDERS FROM THE REGISTRAR.

Supplies stopped for Water Rent	1,300
" turned on	840
Ferrules drawn	121
" returned	135
Notice given and parties came up	1,028

PUMPS.

Number of Pumps repaired	185
" " renewed	6
" " removed	22
" Platforms over wells renewed	3

FIRE PLUGS.

As a precautionary measure for the winter, I have had all the fire plugs overhauled, and where repairs were required it was done.

There are one hundred and fifty five of the new style plugs in service. It is now three years since their introduction. They have given no trouble or expense for repairs, other than painting.

The Fire Department have used for extinguishing fires one hundred and eighty one plugs during the ten months.

FIRE PLUGS ERECTED FROM JANUARY 1ST TO OCTOBER 31ST, 1871.

Bank st. and Canton avenue.
Bank and Washington streets.
Gay and Oliver streets.
Leadenhall and West streets.
Butler alley and Henrietta st.
Hamburg and Leadenhall sts.
Howard and Hamburg streets.
Warner and Montgomery sts.
Warner street and Elbow lane.
Hampstead and Wolfe streets.
Ann and Madison streets.
Broadway and Eager streets.
Biddle and Register streets.
Biddle and Decker streets.
Jefferson and Ann streets.
No. 8 Engine House and Mulberry street.
Cook and Woodyear streets.
Gilmore and Pratt streets.
Pratt and Cary streets.
Addison alley and McHenry st.
Adams and Calhoun streets.
Penn and Portland streets.
Sterrett and Ramsey streets.
Ramsey and Poppleton streets.
Hanover and West streets.
Randall and Light streets.
William st. and Fort avenue.
Exeter st. and Canton avenue.
Caroline and Alice Ann sts.
Register st. near Eager st.
Block st. and West Falls ave.
Hughes st. near Jackson st.
Parkin and McHenry streets.
Fulton st. near Ramsey st.
Pratt and South streets.
Biddle and Wolfe streets.
Biddle and Chester streets.

PUBLIC FOUNTAINS IN THE CITY.

Fells Point Market House.
Baltimore and Harrison streets.
Light and Conway streets.
Hollins Street Market.
Lexington and Jasper streets.
Richmond and Garden streets.
Pratt and Gay streets.
Belair Market, Gay street.
Pratt street and Centre Market.
Pratt and Light streets.
Light and Lee streets.
Hanover Market.
Cross Street Market.
Baltimore and North streets.
Calvert street and Court House.
Locust Point.
Light street and Fort avenue.
Camden and Eutaw streets.
Pratt and South streets.
Fort avenue and Burrow streets.
Aisquith street and Harford avenue.
Madison Square.

Location of Meters.	⅝ Meter.	1 Meter.	1½ Meter.	2 Meter.	3 Meter.	Total.
Norfolk Steamboat Company				1		1
Eastern Shore "			1			1
Fredericksburg "			1			1
Patuxent River "			1			1
Washington & Alexandria Steamboat Co			1			1
Baltimore & Susquehanna "	1					1
Broadway and Locust Point Ferry Co			1			1
Pier No. 2			1			1
" 3			1			1
" 4		1				1
" 6		1				1
" 7		1				1
" 8		1				1
" 9				1		1
" 10		1				1
" 12		1				1
" 13		1				1
Boston & Savannah Steamship Company				1		1
Baltimore & Havana "			1			1
Baltimore & Wilmington "			1			1
Abbott's Rolling Mill					1	1
Trego & Thompson's Rolling Mill				1		1
E. A. Clapp's Vinegar Factory		1				1
Linton's Pottery	1					1
White Lead Works		1				1
Wm. P. Winter, Oyster and Fruit Packer	1					1
Brinkley & Son " "		1				1
E. B. Mallory, " "		1				1
Ludington & Co., " "	1					1
Auger & Co , " "	1					1
Booth & Co., " "	1					1
Ruth & Co., " "	1					1
Flamm & Co., " "		1				1
J. Campen, " "	1					1
Ellis & Co., " "	1					1
Farnen & Co., " "	1					1
Amount carried forward	10	12	9	4	1	36

Location of Meters.	⅝ Meter.	1 Meter.	1½ Meter.	2 Meter.	3 Meter.	Total.
Brought forward.....	10	12	9	4	1	36
Kinsett & Co., Oyster and Fruit Packers...	2	1				3
Kraft & Co., " " ...	1					1
Mitchell & Co., " " ...		1				1
Miller, Shoenberg & Co., " " ...		1				1
D. D. Mallory, " " ...	1					1
J. T. Mallory, " " ...	1					1
C. L. Maltby & Co,, " " ..	1	2				3
J. T. Myers & Co., " " ...		1				1
Wm. Numsen & Sons, " " ...		2				2
J. O'Neill & Co , " " ...	1					1
L. Rowe, " " ...	1					1
R. H. Smith, " " ...	1					1
J. Stansbury & Co., " " ...	1					1
H. M. Rowe, " " ...	1					1
J. Shriver, " " ...	1					1
Spencer & Co., " " ...	1					1
J. L. Shriver, " " ...	1					1
W. W. Boyer, " " ...	1					1
Thomas & Co., " " ...	1					1
Wm. Taylor & Co., " " ...	1					1
Wm. H. Thomas & Co., " " ...		1				1
E. C. Thomas & Co., " " ...	2					2
Tilghman & Drakely, " " ...	2					2
Allen Taylor, " " ...	1					1
T. W. Twaits, " " ...	1					1
J. Waltemeyer, " " ...	1					1
J. W. Anderson, " " ...	1					1
Carmin & Christian, " " ...	1					1
J. H. Hamilton & Co., " " ...	1					1
Smith & Hemingway, " " ..	1					1
L. McMurray & Co., " " ...	1	1				2
Mahony & Co., " " ...	1					1
Francis Ruth, " " ...	1					1
George Bauerschmidt, Beer Brewery.....				1		1
John Bauerschmidt, "			1			1
Amount carried forward.....	41	22	10	5	1	79

Location of Meters.	⅝ Meter.	1 Meter.	1½ Meter.	2 Meter.	3 Meter.	Total.
Amount brought forward	41	22	10	5	1	79
Bay View Beer Brewery				1		1
Thomas Beck "				1		1
August Beck "						1
Paul Baier "		1				1
John Bauerfiend "	1					1
George Beck "	1					1
Jacob Green "	1					1
J. G. Hoffman "		1				1
John Kalb "	1					1
John Kohler "	1					1
Louis Muth "			1			1
Valentine Miller"	1					1
John Muller, Beer Brewery	1					1
George Rost "				1		1
John Nagengast "	1					1
Odenwall & Joh"		1				1
George Pabst "		1				1
Jno. G. Rosmark "	1					1
Geo. Rosmark "		1				1
Jacob Seeger "				1		1
F. Schneider "		1				1
Jno. G. Seegman "		1				1
J. Schier "	1		1			2
Schulthous & Kratt's Beer Brewery		1				1
F. Wunder "		1				1
J. G. Weissner "				1		1
George Stab "		1				1
J. H. Vonderhorst "			1			1
George Weissner "		1				1
Medtart "		1				1
Claggett "	1		1			2
Dandlett "	1	1				2
Wm. J. Walter "		1				1
Gottschalk & Spillman, Whiskey Rectifier		1				1
Flack & Co. "			1			1
Amount carried forward	53	37	15	11	1	117

Location of Meters.	¾ Meter.	1 Meter.	1½ Meter	2 Meter.	3 Meter.	Total.
Brought forward	53	37	15	11	1	117
Haslett & Co. Whiskey Rectifier	1					1
Lanehan & Sons "	1					1
Ulman & Co. "	1					1
Hanniss & Co. Whiskey Distiller					1	1
D. M. Cleary "	1				1	2
Pier No. 5 Fish Dealer	1					1
Fountain Hotel		1				1
Merchant "	1					1
Maltby House "			1			1
Mt. Vernon "	2	1				3
Barnum's "	2	3				5
Howard House "		1		1		2
Eutaw "		1				1
Mansion "	2					2
St. Nicholas "	2					2
J. Gittings House Hotel		1				1
Rennarts H. "		2				2
E. Levelle "	1					1
St. Clair "		1	1			2
New Fountain "			2			2
Merritts, Jones & Co. Coal Oil		1				1
Carswell & Son "		1				1
West & Son "		1				1
Ponsit "	1					1
Hammill & Co. "		1				1
Christopher & Co. "		1				1
Robert Read "		1				1
Charles Nelson "		1				1
Mrs. Hunt "	1					1
Charles Raabe, Tanner	1					1
Brandt & Bro. "	1					1
Locker & Atkison "	1					1
Kleese & Son "	1					1
Pasquay "	1					1
Maynard, Ely & Co. "	1					1
Amount carried forward	76	55	19	12	3	165

Location of Meters	¾ Meter.	1 Meter.	1½ Meter.	2 Meter.	3 Meter.	Total
Brought forward	76	55	19	12	3	165
Cassard & Son Meat Packers		1				1
George & Jenkins "	2	1				3
J. G. Harvey "			1			1
George L. Krebs "		1				1
C. P. Powell "	1					1
Straus & Bro. Malt house	1			1		2
Straus, Bro & Bell "	1			1		2
Francis Denmead "	1		1			2
Boyd & Ricketts "		1				1
Wilhelm Cattle Yard		1				1
Tinker "	1					1
Scheeler & Riffle "	1					1
Redsicker & Baugher "	4	1				5
Gray and Judic "			1			1
Baltimore & Ohio Railroad Company		2			6	8
Baltimore & Wilmington "				1	2	3
Baltimore Northern Central R. R.	1			1	2	4
Penitentiary		1				1
Gas House					1	1
Zell & Son Guano Factory		1				1
J. J. Turner "	1					1
Larentz & Rittler Chemical Works		1				1
Canton "			1			1
J. L. Hoffman Chemist		1				1
Turko-Russian Bath	1					1
Smith & Co Potash Factory		1				1
Charles P. Stevens, Furniture Factory				1		1
Magnew & Chipman "			1			1
Beck "	1					1
Ehrman & Busch, Saw Mill	1					1
Harrington & Bros. "			1			1
Butler & Co. "		1				1
Search's Laundry "		1				1
Smith & Curlett Soap Factory	1					1
Jas. Baynes & Son Wool Pullers		1				1
Carried forward	94	71	25	17	14	221

Location of Meters.	⅝ Meter.	1 Meter.	1½ Meter.	2 Meter.	3 Meter.	Total.
Brought forward	94	71	25	17	14	221
Balto. Butcher Asso. No. 1		1				1
Jas. Donnelly Brick Yard			1			1
Wilkins "	1					1
Berry & Bro. "		1				1
Widikine & Dubery "	1					1
Fardy's Ship Yard		1				1
Geo. Bayliss Commission Merchant	1					1
Thomas Winans Opera House				1		1
John's Hopkins Building	2					2
Law "	1					1
Balto. Conn. Fire Ins. "		1				1
Robinson & Cunningham Agr'l Manufact.		1				1
Balto. Galvanized Sheet Iron & Lead Works		1				1
J. L. Snyder Butchery	1					1
Kinzell "		1				1
Super "		1				1
Faust & Gable "		1				1
Wm. Pents "	1					1
Eckel, Thom & Co. Sugar House			1			1
Merchant "		1				1
Calvert "					1	1
Chesapeake "			1			1
Maryland "					1	1
Woods, Wicks & Co. "		1			1	2
	102	82	28	18	17	247

New Supplies from January 1st to October 31st, 1871.

633	Dwellings at	$5 00	$3,165 00
1045	"	7 50	7,837 50
684	"	9 00	6,156 00
294	"	12 00	3,528 00
33	"	14 00	462 00
4	Warehouses	6 00	24 00
7	"	8 00	56 00
41	"	10 00	410 00
488	baths at	2 00	976 00
284	water closets at	2 00	568 00
184	hose at	3 00	552 00
404	horses at	1 50	606 00
46	carriages at	1 50	69 00
59	cows at	1 00	59 00
6	basins at	1 50	9 00
15	extra families at	2 00	30 00
1	photographer at		10 00
1	"		20 00
2	Errick pumps at	6 00	12 00
1	bottling establishment		20 00
1	" "		25 00
1	carpenter shop		10 00
1	cooper "		10 00
1	" "		15 00
1	blacksmith "		5 00
3	" "	10 00	30 00
59	bars	3 00	177 00
17	bars at	5 00	85 00
17	barbers at	3 00	21 00
19	bakers at	3 00	57 00
8	butchers at	10 00	80 00
	Amount carried forward		$25,083 50

	Amount brought forward			$25,083 50
2	druggists at	3 00		6 00
1	fountain at			3 00
2	"	10 00		20 00
2	rectifiers at	10 00		20 00
1	"			15 00
1	dairy			15 00
1	public bath			10 00
1	engine house			25 00
1	laundry			10 00
1	hall			5 00
1	special at	10 00		10 00
4	"	15 00		60 00
5	"	20 00		100 00
2	"	25 00		50 00
1	"			30 00
1	"			40 00
3	1 H. P. Engine at			8 00
2	2 " "	16 00		32 00
1	3 " "			24 00
1	3½ " "			28 00
2	4 " "	32 00		64 00
1	5 " "			40 00
2	6 " "	48 00		96 00
2	8 " "	64 00		128 00
1	9 " "			72 00
2	10 " "			160 00
1	20 " "			160 00
	Producing a yearly revenue of			$26,315 50
103	Supplies for building water only, yielding a revenue for this year of			2,659 95
	Total New Supplies for 10 months of 1871			$28,975 45

TABULAR STATEMENT.

Size and number of Feet of Pipe, Stop Cocks, and Branches, laid in the City.

	1½-inch.	2 inch.	3 inch.	4 inch.	4½-inch.	6 inch.	8 inch.	10 inch.	12 inch.	16 inch.	18 inch.	20 inch.	30 inch.	Total of Pipe.	Total of Stops.	Branches.
No. of feet of pipe laid previous to purchase by Water Co.	.....	13,203	95,411	31,876	72,462	60,704	10,040	14,330	12,209	26,168	4,627	8,588	14,203	363,821	.....	...
Laid by Water Commissioners from July, 1855, to Dec 1857	.....	1.909	14,720	28,362	.....	5,005	613	448	.....	.....	.....	9,716	.....	60,773	.....	...
By Water Board in '58	.....	2,948	24,438	23,742	.....	8,692	144	.....	.....	.....	.....	.....	.....	59,964	.....	...
1859	.....	638	22,972	40,367	.....	14,503	.....	6,300	108	.....	.....	.....	.....	84,888	.....	...
1860	.....	.....	20,488	35,106	.....	22,134	.....	7,910	.....	.....	.....	14,889	1,428	101,955	.....	...
1861	.....	276	8,317	15,432	.....	8,722	.....	5,017	.....	.....	.....	1,080	8,292	47,136	.....	...
1862	.....	1.140	11,065	6,562	.....	560	.....	.....	.....	490	.....	6,599	51	26,467	.....	...
1863	.....	2,729	12,223	5,696	.....	3,744	.....	4,560	.....	720	1,170	1,314	.....	32,156	.....	...
1864	1,748	314	20,899	8,362	.....	6,981	.....	13,476	405	1,962	783	1,395	.....	56,325	.....	...
1865	7,929	796	16,930	11,729	.....	3,204	.....	.....	.....	.....	.....	.....	.....	40,588	.....	...
1866	2,903	4,413	15,813	10,864	.....	13,048	.....	.....	.....	.....	.....	.....	.....	47,041	.....	...
1867	1,145	14,252	17,349	8,808	.....	6,491	.....	9,372	.....	.....	.....	.....	.....	57,417	.....	...
1868	1,642	4,475½	20,466½	14,759½	.....	2,012½	.....	.....	.....	.....	.....	.....	.....	43,356	.....	...
1869	192	4,765	16,595	9,457½	.....	4,037½	.....	.....	.....	.....	.....	.....	.....	35,047	.....	...
1870	.....	8,502	11,372	10,886	.....	600	.....	.....	.....	.....	.....	.....	.....	31,360	.....	...
From January 1st to October 31st, 1871.	.....	6,895	11,863	13,205	.....	8,452	.....	.....	.....	.....	.....	.....	.....	40,415	.....	...
	15,559	67,255½	340,921½	275,214	72,462	168,890	10.797	61,413	12,722	29,340	6,580	43,581	23,974	1,128,709	.....	...

TABULAR STATEMENT—Continued.

	1½-inch.	2 inch.	3 inch.	4 inch.	4½-inch.	6 inch.	8 inch.	10 inch.	12 inch.	16 inch.	18 inch.	20 inch.	30 inch.	Total of Pipe.	Total of Stops.	Branches.
Stop Cocks by Water Company	.....	12	61	94	.....	55	9	8	8	9	4	8	2	.....	270	.....
" " " " Commissioners	.....	9	8	8	.....	2	.....	.....	.....	.....	.....	2	.....	.....	29	.....
By Water Board in 1858	.....	17	23	14	.....	3	1	....	1	16	.....	1	.....	.....	61	.....
1859	.....	15	30	54	.....	16	.....	7	.....	.....	.....	.....	.....	.....	122	.....
1860	.....	.....	18	55	.....	36	.....	9	.....	.....	.....	4	1	.....	123	.....
1861	.....	7	7	24	.....	8	.....	3	.....	.....	.....	.....	5	.....	54	.....
1862	.....	21	19	31	.....	19	.....	1	.....	1	.....	4	.....	.....	111	.....
1863	.....	8	20	28	.....	2	.....	2	.....	.....	.....	1	.....	.....	61	.....
1864	.....	12	18	15	.....	4	.....	5	.....	.....	.....	1	.....	.....	55	.....
1865	.....	24	13	6	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	45	.....
1866	.....	22	24	20	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	70	.....
1867	.....	46	22	5	.....	5	.....	3	.....	.....	.....	.....	.....	.....	81	.....
1868	.....	7	24	19	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	52	.....
1869	.....	.....	7	18	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	28	.....
1870	.....	.....	4	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	.....
From January 1st to October 31st, 1871	.....	5	11	25	.....	5	.....	.....	....	.....	.....	.....	....	.....	4	.....
	.....	205	309	423	.....	166	10	38	9	26	4	21	8	.....	1219	.....

TABULAR STATEMENT—Concluded.

	1½-inch.	2 inch.	3 inch.	4 inch.	4½-inch.	6 inch.	8 inch.	10 inch.	12 inch.	16 inch.	18 inch.	20 inch.	30 inch.	Total of Pipe.	Total of Stops.	Branches.
Branches by Water Board, 1858	.....	3	78	98	.....	33	2	.....	.....	1	.....	.....	.....	.....	.....	215
1859	.....	.....	53	134	.....	75	.....	32	2	.....	.....	.....	.....	.....	.....	296
1860	.....	.....	68	108	.....	149	.....	29	.....	.....	.....	52	2	.....	.....	408
1861	.....	.....	26	50	.....	33	.....	19	.....	.....	.....	6	34	.....	.....	168
1862	.....	5	25	30	.....	4	.....	1	.....	.....	.....	16	.....	.....	.....	81
1863	.....	3	29	19	.....	9	.....	7	.....	2	1	5	.....	.....	.....	75
1864	3	3	40	21	.....	9	1	47	.....	5	4	4	.....	.....	.....	137
1865	20	.....	47	20	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	102
1866	3	.....	30	24	.....	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	73
1867	1	29	46	26	.....	7	.....	21	.....	.....	.....	.....	.....	.....	.....	130
1868	1	5	38	43	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	100
1869	.....	5	54	32	.....	6	.....	2	.....	.....	.....	.....	.....	.....	.....	99
1870	.....	9	27	39	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	76
From January 1st to October 31st, 1871	.....	6	22	29	....	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	89
	28	69	583	673	....	401	3	158	2	8	5	83	36	.....	.....	2,049

	Miles.	Feet.
Whole length of pipe line in the City to January 1st, 1871	199	1,235
Pipe line laid in the City from January 1st to October 31st, 1871	7	3,455
Whole length of pipe line in the City to October 31st, 1871	206	4,690

Net cost of pipe laid to date.....$1,341,679 25.

Location, Size, Number of Feet and Cost of Distributing Main laid from Jan. 1 to Oct. 31, '71.

Streets in which pipes are laid.	Between what Streets.	Size in inches.	Length in feet.	Cost.
Thompson	Oregan and Carey	4	487½	$379 51
Fremont	Cook and Smith	4	87½	69 54
10 foot alley	Eager and Chase	3	500	250 80
Holland	Spring and Caroline	3	100	58 66
Leakin	Essex and Cambridge	3	87½	50 74
Canton Avenue	Burk and Port	4	412½	419 59
		3	200	
10 foot alley	Chester and Choptank	3	100	74 87
Booth	Oregon and Schroeder	3	112	62 88
Federal	Cathedral and Decker	4	460	298 65
10 foot alley	Orleans and Fayette	2	200	97 50
Mulberry	Schroeder and Republican	2	23	377 97
		3	8	
		4	357	
20 foot alley	Clement and Fort	2	210	108 65
Bethel	Orleans and Mullikin	2	36	21 61
Eastern Avenue	Broadway and Register	3	37½	22 91
Chase	Lovegrove ally and St. Paul	3	125	49 25
10 foot alley	Eager and Chase	2	486	251 06
Cook	Gilmore and Mount	6	125	166 20

Addison alley	Pratt and McHenry	4	212½	157 87
Choptank	Pratt and Gough	4	138	112 76
Cambridge	Leakin and Winsor	3	75	42 68
Bradford Alley	Canton avenue and Lancaster	2	48	26 48
Mullikin	Broadway and Bethel	3	75	42 68
Whatcoat	Cook and Woodyear	4	1750	2140 67
		6	827	
Hampstead	Eden and Caroline	3	25	15 73
10 foot alley	Gist and Bradford alley	3	25	14 11
Duncan Alley	Pratt and Gough	3	225	105 18
Druid Hill Avenue	Mosher and McMechin	3	87	49 72
Register	Alice Ann and Canton Avenue	2	72	39 35
10 foot alley	Fremont and Stockton	3	212	104 14
Madeira Alley	Eastern Avenue and Canton Avenue	2	336	158 07
Cook	Fremont and Stockton	6	187	197 31
Mount	Baltimore and Fayette	3	187½	91 35
Scott	Pratt and McHenry	2	516	238 19
Monroe	Pratt and McHenry	4	160	124 20
Mason alley	McMechin and Mosher	4	262	216 39
Moor's alley	Monument and Madison	2	300	128 59
Milliman	Bond and Broadway	3	87	112 72
		4	87	
10 foot alley	Cross and West	3	187	95 65
Miller	Bond and Broadway	2	72	39 17
Baltimore	Monroe and Calverton Road	3	900	494 60
Durham	Canton Avenue and Eastern Avenue	2	66	37 33

Location, Size, Number of Feet and Cost of Distributing Mainlaid from Jan. 1, to Oct. 31, 1871.

Streets in which pipes are laid.	Between what Streets.	Size in Inches.	Length in feet.	Cost.
10 foot alley	Baltimore and Hampstead	2	66	45 04
Hamburg	Hanover and Leadenhall	3	60	37 43
Dallas	Monument and McElderry	3	60	37 43
10 foot alley	Washington and Castle	2	150	70 63
Pratt	Stricker and Mount	2	324	944 80
		4	87½	
		6	600	
Eutaw	Hamburg and Cross	3	62½	37 67
Ramsey	Stricker and Calhoun	3	62½	37 17
Adams	Republican and Carey	2	138	655 49
		3	350	
		4	437½	
Schroeder	George and Franklin	3	50	30 17
Duncan ally	Madison and Monument	2	168	91 45
McMechin	Division and Pennsylvania ave	3	100	53 66
Walters Court	Biddle and Greenwillow	2	66	41 13
10 foot alley	West and Clement	2	102	52 04
Harford Avenue	Federal and John	4	212½	201 09
Aisquith	Biddle and John	3	37½	20 55
Woodyear	Cook and Presstman	4	100	75 13

Dallas	John and Biddle	4	175	124 73
Cook	Pennsylvania ave. and Fremont	4	175	123 98
Mulberry	Oregon and Republican	4	175	131 73
York	Sharp and Hanover	2	18	12 38
Ramsey	Parkin and Poppleton	3	175	98 83
Clement	William and Light	3	75	40 08
10 foot alley	Gist and Choptank	3	50	28 72
Lancaster	Bond and Broadway	3	50	31 72
Castle	Baltimore and Lombard	3	75	36 42
Chesnut alley	Hamburg and Cross	3	125	66 76
Holland	Central avenue and Eden	3	87½	52 62
Spring	Madison and Monument	3	100	58 48
10 foot alley	Durham and Chester	2	66	39 24
Lancaster	Broadway and Register	3	62½	37 78
10 foot alley	Republican and Carey	3	162½	82 50
10 foot alley	Adams and Thompson	3	162½	88 50
Brune	George and Thompson	4	262½	186 24
Chase	Broadway and Ann	4	250	171 46
Elger	Broadway and Ann	4	187½	148 33
10 foot alley	Lanvale and Adams	3	150	84 18
Stoddard alley	Pratt and McHenry	4	125	93 07
Luzerne	Canton avenue and Eastern Avenue	3	225	124 69
Harmony Lane	Schroeder and Republican	2	156	72 45
10 foot alley	Lombard and Hollins	3	175	89 61
Durham	Alice Ann and Lancaster	2	282	157 76
10 foot alley	John and Biddle	2	30	18 36

Location, Size, Number of feet and Cost of Distributing Main laid from Jan. 1 to Oct. 31, 1371.

Street in which pipes are laid.	Between what Streets.	Size in Inches.	Length in feet.	Cost.
Cambridge	Canton avenue and Choptank	3	50	$29 56
Bolton	Dolphin and Lanvale	3	125	72 21
10 foot alley	Hampstead and Fayette	3	287½	160 29
Grindall	William and Light	2	114	63 05
10 foot alley	Washington and Chester	2	156	81 53
Emerich	William and Light	3	225	115 96
10 foot alley	Durham and Wolfe	2	84	39 80
Durham	Pratt and Lombard	2	108	59 96
10 foot alley	Biddle and John	2	36	18 24
Burgundy alley	St. Peter and Hamburg	2	36	20 40
Bethel	Lancaster and Alice Anne	3	62½	34 10
Adams	Gilmore and Carey	4	625	472 88
William	West and Clement	3	187½	104 52
Addison alley	Ramsey and McHenry	4	675	465 77
Plum alley	Cross and Hamburg	4	50	39 43
Amity	Booth and Hollins	3	37½	23 15
Monroe	Ramsey and Wilkins avenue	4	500	392 19
10 foot alley	Caroline and Bond	2	108	49 60
Stricker	Townsend and Adams	4	762½	563 33
Moore alley	Druid Hill avenue and Elder alley	3	37½	21 58

Curley	O'Donnell and Elliott	3	37½	21 33
Medaira alley	Eastern avenue and Bank	3	250	130 10
Weber	Light and William	2	246	102 27
Frederick avenue	At Western Boundary	4	50	71 50
Mount	Lexington and Saratoga	4	150	107 40
Lombard	Wolfe and Durham	4	163½	121 61
Chesnut alley	Ogston and Brune	2	48	26 15
10 foot alley	Chew and Barnes	3	262½	152 47
Pierce	Schroeder and Republican	2	264	141 34
Boundary avenue	Park avenue and John	3	175	89 65
Durham	Chew and Madison	4	250	216 07
Randall	Light and Byrd	4	127½	121 80
10 foot alley	Orleans and Jefferson	2	582	219 54
Register	Broadway and Chew	4	175	152 98
Eden	Biddle and Chase	3	25	15 61
Corner Paca and Columbia, on Columbia to Portland, on Portland to Fremont, on Fremont to Ryan, on Ryan to 10 foot alley rear of Poppleton		3 6	150 3337½	3349 07
Fort Avenue	Light and William	4	300	261 62
10 foot alley	Wolf and Washington	2	246	106 14
10 foot alley	Preston and Camal alley	2	162	79 25
Little Church	William and Johnson	3	25	14 61
10 foot alley	Warren and Hamburg	3	37½	24 02

Location, Size, Number of Feet and Cost of Distributing Main laid from Jan. 1st to Oct. 31st, 1871.

Streets in which pipes are laid.	Between what Streets.	Size in Inches.	Length in feet.	Cost.
Durham	Pratt and Gough	3	112½	59 83
Ridgley	Hamburg and Sterrett	3	150	82 94
Charles	West and Clement	6	62½	100 87
Hughes	Light and Charles	2	66	22 37
Painters Court	Baltimore and Fayette	2	90	43 92
Saratoga	Pine and Chatsworth	2	60	33 38
Ann	Jefferson and Orleans	4	87½	65 86
Fountain	Castle and Chester	2	48	26 09
Patuxent	O'Donnell and Elliott	4	62½	48 39
10 foot alley	Pratt and Gough	4	400	271 66
10 foot alley	Clark and George	3	275	142 63
10 foot alley	Brune and Ogston	4	112½	80 03
Castle	Canton avenue and Eastern ave.	3	100	52 53
10 foot alley	St. Peter and Hamburg	3	112½	53 64
Spring	John and Hoffman	3 4	237½ 150	242 96
Orbit alley	Eager and Chew	3	112½	58 00
Durham	Bank and Eastern avenue	3	125	70 57
Wilson	Pennsylvania avenue and Division	2	96	43 96
Pratt	Calvert and Hollingsworth	3	187½	116 07

Biddle alley	Druid Hill ave. and Pennsylvania ave	2	120	57	53
Hampstead	Wolfe and Washington	4	112½	84	17
10 foot alley	Mulberry and Saratoga	4	225	187	68
Fayette	Wolfe and Washington	4	25	20	63
Chester	Orleans and Fayette	4	50	39	40
10 foot alley	Harrison and Curley	3	162½	87	66
Covington	Hughes and Federal Hill	4	450	360	19
Canton avenue	Choptank and Gist	4	25	20	88
Chappel	Eastern avenue and Canton avenue	3	37½	22	90
Bethel	McElderry and Jefferson	2	36	17	58
Chew	Register and Ann	3	87½	40	46
10 foot alley	McMechin and Wilson	6	162½	159	95
From Bidd'e to Barnes, on Register, on Barnes to Broadway, on Broadway to Monument, on Monument to Bond.		4 6	100 3150	3317	39
Hill	Sharp and Howard	2	18	11	75
10 foot alley	Wolfe and Castle	2	60	28	28
Wolf	Baltimore and Lombard	4	250	237	65
10 foot alley	Ramsey and McHenry	3	935½	491	93
Biddle	Washington and Wolfe	4	37½	29	61
Wilcox	Eager and John	3	37½	19	32
Lombard	Spring and Caroline	3	251	110	59
Bank	Choptank and Gist	3	125	56	39
Gough	Castle and Chester	3	50	27	13

Location, Size, Number of Feet and Cost of Distributing Main laid from Jan. 1, to Oct. 31, 1871.

Streets on which pipes are laid.	Between what streets.	Size in inches.	Length in feet.	Cost.
Fulton	Baltimore and Fayette	2	108	$47 58
McHenry	Fulton and Monroe	4	187½	169 98
10 foot alley	Stricker and Gilmore	4	50	35 68
Lombard	Pennsylvania avenue and Bouldin alley	3	200	129 51
Division	Wilson and Federal	3	325	173 95
Washington	Bank and Gough	4	37½	29 18
Whatcoat	Cook and Prestman	4	337½	247 05
Harmony	Poppleton and Fremont	3	288½	154 97
Eden	Pratt and Gough	2	96	34 32
Jefferson	Durham and Wolfe	2	72	29 17
Register	Chew and Barnes	3	112½	68 83
10 foot alley	Carey and Woodyear	3	100	55 06

DISTRIBUTING MAIN.

Stock of Material on hand and Value of same, October 31st, 1871.

1	30-inch quarter circle, at	$300 00	$300 00
12	2-inch " at	60	7 20
1	4-inch " at	3 20	3 20
1	6-inch " at	6 00	6 00
1	8-inch " at	10 00	10 00
1	16-inch " at	30 00	30 00
3	6-inch couplings, at	4 25	12 75
2	12-inch " at	9 25	18 50
3	16-inch " at	7 50	22 50
3	18-inch " at	7 40	25 20
2	20-inch " at	10 50	21 00
1	30-inch " at	20 00	20 00
7	6x4-inch diminished couplings, at	3 75	26 25
2	pair 20-inch clamps, at	50 00	100 00
24	2-inch branches, at	1 20	28 80
2	4-inch " double, at	6 40	12 80
1	6-inch " single, at	7 80	7 80
588	lbs. pig lead, at	7½	44 10
160	lbs. jute packing, at	15	24 00
2	large size street rims, at	6 00	12 00
5	3-inch caps, at	70	3 50
1	10-inch cap, at	2 50	2 50
222	feet 2-inch pipe, at	30	66 60
12	feet 4-inch " at	55	1 80
112	feet 6-inch " at	84	94 08
150	feet 10-inch " at	1 65	247 50
	Amount carried forward		$1,148 08

DISTRIBUTING MAIN—Continued.

	Amount brought forward		$1,148 08
198	feet 12-inch pipe at	2 25	445 50
18	feet 18-inch " at	5 00	90 00
112	feet 20-inch " at	7 50	840 00
25	feet 30-inch " at	11 00	275 00
2	4-inch stop cocks, at	18 00	36 00
2	6-inch " at	29 00	58 00
1	8-inch " at	35 00	35 00
1	10-inch " at	50 00	50 00
1	20-inch " at	250 00	250 00
5	gun metal screws for stop-cocks, at		21 66
1	20-inch D bell, at	50 00	50 00
1	8-inch branch, at	16 00	16 00
1	12-inch " at	20 00	20 00
1	16-inch " at	30 00	30 00
2	20-inch " at	40 00	80 00
1	30-inch cast iron band, at	15 00	15 00
2	30-inch wrought iron bands, at	18 00	36 00
2	20-inch " " at	20 00	40 00
4	4-inch clamp couplings, at	1 00	4 00
4	6-inch " at	1 30	5 20
2	10-inch " at	1 70	3 40
11	30-inch screws at		220 00
17,920	pounds old scrap iron, at	24 00 per ton	192 00
77	cedar plugs at	04	3 08
			$3,763 92

PLUMBING DEPARTMENT.

Stock of Material on hand and Value of same October 1st, 1871.

371 pounds lead pipe, at	$	8½	$31 53
31½ inch stop cocks, at		32	9 92
40½ inch " at		39	15 60
18½ inch " at		41	7 38
35½ inch " at		46	16 10
33½ inch " at		47	15 15
85⅝ inch " at		47	39 95
39⅝ inch " at		49	19 11
12⅝ inch " at		53	6 36
23¾ inch " at		57	13 11
4¾ inch " at		60	2 40
23 1 inch " at		79	18 17
27 1 inch " at		85	24 95
4 1 inch corporation cocks, at	1	50	6 00
4 2 inch cocks with caps and elbow, at	1	50	6 00
4 1½ inch stop cocks, at	8	00	32 00
12 ½ inch ferules, at		25	3 00
27 ⅝ inch " at		29	7 83
15 ⅝ inch " at		54	8 10
4 ¾ inch " at		35	1 40
10 1 inch " at		40	4 00
23 1 inch " at		54	12 42
32 clamp screws, at		20	6 40
82 2 inch clamps, at		50	41 00
65 3 inch, at		75	48 75
112 bushings, at		16	17 92
81 pounds block tin, at		40	32 40
" solder			9 50
257 " old lead at		6	15 42
2304 feet 1½ inch pipe, at		20	460 80
			$932 67

FIRE PLUGS.

Stock of Material on hand, and Value of the same, October 31st, 1871.

7	old style fire plugs, at.....	$50 00.....	$350 00
7	4 inch cocks for fire plugs, at.... .	18 00.....	126 00
10	gum valves.....	67.....	6 70
9	pounds gum packing.....	1 25.....	11 25
4	old style plugs.....906 lbs.		
3	pieces of casings.....372 lbs.		
	1,278 lbs. at $28 00 per ton		15 88
			$509 83

WATER METERS.

Stock of Material on hand, and Value of the same, October 31st, 1871.

2	3 inch Worthington meters, at	$155 50	$311 00	
3	2 inch " " at	79 00	237 00	
2	1½ inch " " at	63 50	127 00	
7	1 inch " " at	48 00	336 00	
10	⅝ inch " " at	25 00	250 00	
2	1 inch Gem " at		35 75	
2	⅝ inch " " at		58 75	
4	2 inch strainers, at	4 50	18 00	
1	3 inch " at	8 50	8 50	
63	brass connections for meters, at	1 00	63 00	
24	feet 1 inch pipe, at	23	5 52	
10	" 1½ inch pipe, at	32	3 20	
7	¾ inch ells, at	10	70	
3	1 inch ells, at	22	66	
7	1½ inch ells, at	28	1 96	
7	2 inch ells, at	48	3 36	
15	¾ inch nipples, at	14	2 10	
10	1 inch nipples, at	20	2 00	
10	1½ inch supplies, at	30	3 00	
4	2 inch nipples, at	57	2 28	
18	¾ inch unions, at	30	5 40	
21	1 inch unions, at	40	8 40	
22	1½ inch unions, at	60	13 20	
15	2 inch unions, at	90	13 50	
1	2 inch brass union, at	1 25	1 25	
42	gum sockets, at	25	10 50	
	Amount carried forward		$1,522 03	

WATER METERS—Continued.

Amount brought forward		$1,522 03
18 pounds gum, at	50	9 00
23 sheets paste-board		12 00
1 socket 2 inch to 1 inch		18
1 socket 1½ inch to 1 inch		18
2 teats for 1 inch meter	22	44
500 feet lumber		14 50
		$1,558 33

4 emery meters, condemned.

Tools and Fixtures on Hand October 31st, 1871.

PLUMBING DEPARTMENT.

2 hand saws.
4 picks and shovels.
7 metal pots.
3 work benches.
2 vices.
2 oil cans.
1 breast drill.
1 drill machine
1 axe.
1 stove and pipe.
3 cutters.
8 hydrant keys.
2 main keys.
6 chains.
60 drill bitts.
17 reamers.
13 caulking tools.
2 chisels.
6 hammers.
3 drill crabs.
2 screw wrenches.
7 ladles.

DISTRIBUTING MAIN.

16 shovels, long handle.
14 picks.
3 furnaces.
6 ladles.
13 main keys.
1 iron truck.
1 lifting screw.
1 grindstone.
2 sledges.
1 platform scale and weight.
1 horse and pipe wagon.
6 hand cutters.
5 hand hammers.
20 caulking tools.
6 chisels.
1 screw wrench.
2 hand lamps.
1 tool wagon.
1 20-inch proving press.
1 30-inch proving press.
Wheels and axles for tool.
Wagon.
1 portable engine.

REPAIRS.

1 blacksmith's forge.
1 lot blacksmith's tools.

1 pipe vise.
4 pairs pipe tongs.
1 screw wrench.
1 key wrench.
1 horse and wagon.
1 pipe cutter.
2 stocks with 3 setts of dies for 1-inch, 1½-inch and 2-inch pipe.

List of Property at Lake Roland in charge of John Boon, October 31st, 1871.

1 horse.
1 wagon and harness.
2 crow bars.
1 scow.
4 boats.
2 grubbing hoes.
6 picks.
10 shovels.
1 sledge.
2 hammers.
10 drills.
1 saw.
1 hatchet.
4 caulking tools.
2 planes.
2 augers.
1 screw wrench.
1 cross cut saw.
2 stoves.
4 wheelbarrows.
7 forks.
2 ladders.
2 tool boxes.
1 grass hook.
1 cutting box.
1 grindstone.
1 plow.
1 harrow.
2 scythes.
1 stone hammer.
1 mall.
2 wedges.
1 back band.
2 traces.
2 blocks and falls for boat and gate houses.
1 double ratchet wrench.
1 single " "
1 oil can.
2 copper washers.
2 centre punches.
3 bolts.
1 lot bridge irons.

AT HARPER'S WASTE WEIR.

1 single wrench.
1 ladder.
1 block and fall.
6 stop blanks.

Lot of Property at Hampden Reservoir in charge of John Wilson, October 31st, 1871.

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1 5-gallon can.
1 3-gallon can.
2 shovels, short handles.
1 long ladder.
1 step ladder.
1 hoe.
1 hand saw.
1 iron rake.
1 reap hook.
3 paint brushes.
2 paint buckets.
2 brooms.
1 hatchet.
30 pounds white lead.

AT THE GATE HOUSE.

1 boat and oars.
1 tool chest.
1 screen wrench.
2 levers for screen.
2 levers for gates.
1 piece of copper screen.
2 blocks for fall.
2 ropes for stop blocks.
3 pounds iron spikes.
2 small pinch bars.

List of Property at Mount Royal Reservoir in charge of Jesse Duvall, October 31st, 1871.

1 boat, anchor and oars.
1 guage.
1 screw wrench.
1 1-inch auger.
2 oil cans.
1 grubbing hoe.
1 broad hoe.
1 iron-tooth rake.
2 hay rakes.
2 hay forks.
1 four-prong fork.
2 scythes.
1 pick.
1 shovel.
1 wheelbarrow.
2 large baskets.
1 paint brush.
2 whitewash brushes.

Respectfully submitted,

JAMES CURRAN,

Water Engineer.

Elevations above tide east of Jones' Falls.

	Feet.	Inches.
Ann and Monument streets	106	2
Ann street and North avenue, city limits	167	5
Aisquith and Eager streets	86	6
Broadway and Fayette streets	97	9
Broadway and Monument street	90	7
Broadway and McElderry street	90	8
Broadway at College	117	2
Baltimore and Gist streets	124	1
Baltimore and Washington streets	98	8
Baltimore street at Maryland Institute	6	4
Baltimore Cemetery, southwest corner	156	4
Baltimore Cemetery at gate	167	5
Baltimore street and Philadelphia road	124	1
Baltimore and Chester streets	117	8
Buren and Madison streets	24	4
Biddle and Bond streets	106	
Biddle street and Harford avenue	122	7
Belair avenue and Hoffman street	63	7
Belair avenue and Lanvale street (Rost's)	116	7
Belair avenue and Townsend street	119	6
Belair avenue, city limits	131	5
Bayview Asylum	151	
Barnum's, Harford road	183	
Barclay's, city limits	128	8
Ensor and Eager streets	90	9
Eager and Somerset streets	81	9
Canal street and Harford avenue	139	5
Caroline and Hoffman streets	139	2
Calvert and Townsend streets	135	8
Choptank and Pratt streets	93	5

Elevations above tide east of Jones' Falls—Continued.

	Feet.	Inches.
Chew street and city boundary	109	2
Chase and Eden streets	104	4
Chase and Caroline streets	100	7
Chase and Canal streets	96	5
Constitution and Eager streets	64	7
Fayette and Wolf streets	95	6
Forrest and Eager streets	76	4
Gist and Oliver streets	155	9
Greenmount Cemetery gate	81	3
Hampden Reservoir	217	
Hopkins', Harford road	102	6
Hare's, Chester and Monument streets	273	
Harford road and Boundary avenue	173	6
Hoffman and Oliver streets	170	
Harford avenue and Canal street	129	2
Harford avenue and John street	126	1
Harford avenue church	125	1
Harford avenue and Chase street	116	3
Hampstead and Regester streets	102	3
Hoffman street and York avenue	77	6
Jackson Square pump	117	2
Lanvale street and North avenue	127	6
Lombard and Washington streets	101	6
Mankins, Falls road	223	3
McKim and John streets	119	7
Monument street, at Hospital	108	
Monument and Ann streets	106	2
Monument street and city limits	73	2
Prentice School, Falls road	262	
Patterson Park, at dwelling	124	9

Elevations above tide east of Jones' Falls—Concluded.

	Feet.	Inches.
Point Lane and York road	98	3
Penitentiary gate	52	6
Philadelphia road, city limits	45	4
Philadelphia road and Fayette streets	42	1
Shot Tower, at base	13	3
Victor Sarato, Falls road	223	8
Valley and Eager streets	77	4

Elevations above tide west of Jones' Falls.

	Feet.	Inches.
Amity and Saratoga streets	97	5
Adams and Republican streets	157	
Adams and Oregon streets	151	
Battle Monument	35	1
Battery Square, Federal Hill	88	1
Baltimore and Monroe streets	184	7
Baltimore and Payson streets	180	7
Baltimore and Mount streets	132	2
Baltimore street and Frederick turnpike	114	1
Baltimore and Stricker streets	96	8
Bolton and Hoffman streets	142	5
Bolton and Dolphin streets	133	2
Bolton and McMechen streets	124	
Biddle and George streets	101	6
Biddle street and Pennsylvania avenue	104	6
Biddle and Teisser street	99	5
Biddle and Cathedral streets	93	1
Biddle and Grundy streets	99	3
Biddle and McCulloh streets	121	1
Biddle and Madison streets	126	5
Biddle and Garden streets	124	2
Biddle and Eutaw streets	129	1
Biddle street	131	2
Base, Maryland Institute, Baltimore street	6	4
Calvert street spring, at flow	7	5
Calvert and Saratoga streets	13	5
Calvert and Franklin streets	21	9
Charles and John streets	80	1
Charles street and Boundary avenue	92	9

Elevations above tide west of Jones' Falls—Continued.

	Feet.	Inches
Calhoun and Hollins streets	85	4
Calhoun and Lexington streets	177	
Calhoun and Mulberry streets	153	4
Centre and St. Paul streets	47	9
Cathedral, side-walk on Cathedral street	111	6
Cathedral, at base	114	4
Cathedral Cemetery, main entrance	161	9
Carey street and Northern avenue	221	6
Carey and Saratoga streets	103	7
Chatsworth and Hoffman streets	110	6
Chatsworth and Ogsden streets	108	1
Chatsworth and George streets	89	9
City Hall, base, on Holliday street	11	6
City Spring, at flow, Calvert street	7	5
Franklin and Fulton streets	189	
Franklin and Oregon streets	125	
Franklin and Calhoun streets	112	
Franklin and Carey streets	107	
Franklin and Republican streets	117	
Franklin and Mount streets	171	
Franklin and Gilmor streets	151	
Franklin and Stricker streets	131	
Franklin and Pine streets	85	3
Franklin and Brune streets	101	7
Franklin and Fremont streets	98	8
Franklin and Schroeder streets	120	3
Franklin square centre	114	5
Fremont street and Pennsylvania avenue	187	7
Fremont and Mosher streets	183	1
Fort avenue and Powder House	65	4

Elevations above tide west of Jones' Falls—Continued.

	Feet.	Inches.
Fremont and Mulberry streets	93	9
Fayette and Calhoun streets	107	4
Fayette and Stricker streets	115	7
Fayette and Republican streets	90	6
Fayette and Harrison streets	6	4
Gay and Fayette streets	17	5
Gilmor and Prestman streets	218	5
Gilmor and Hollins streets	108	2
Gilmor and Fayette streets	122	9
Gilmor and Townsend streets	176	1
Gilmor and Thompson streets	162	3
Gilmor and Mulberry streets	160	3
Gilmor and Saratoga streets	130	7
George and Brune streets	108	7
Grundy and Wilson streets	163	8
Grundy and Dolphin streets	120	4
Garden and Laurens streets	150	
Garden and Hoffman streets	130	3
Garden and McMechen streets	130	
Holliday street Theatre	19	5
Hollins and Mount streets	133	2
Hollins and Stricker streets	97	8
Hollins opposite Parkin street	88	6
Lake Roland	225	
Lanvale and Fremont streets	172	2
Lanvale and Oregon streets	170	
Lanvale and Republican streets	166	
Lanvale and Grundy streets	147	
Lexington and Pulaski streets	170	2
Lexington and Mount streets	159	4

Elevations above tide west of Jones' Falls—Continued.

	Feet.	Inches.
Lexington and Republican streets	96	6
Lexington and Stricker streets	125	6
Lombard and Gilmor streets	93	2
Lombard and Calvert streets	4	5
Lexington and Paca streets	97	6
Lombard and Fremont streets	62	5
Mount Royal Reservoir	150	
Mount and Presbury streets	198	3
Mosher and Monroe streets	190	9
Mosher and Walsh streets	173	
Monroe and Franklin streets	190	4
McMechen and Division streets	183	
McMechen and Ross streets	171	
McMechen and Grundy streets	120	
McMechen and John streets	115	
Madison and Bound avenues	178	3
Madison and Orchard streets	127	6
Madison and Biddle streets	126	5
Madison and Mosher streets	156	1
Madison and Preston streets	125	9
Madison and Eutaw streets	123	7
Madison and Garden streets	117	
McCulloh and Bloom streets	176	4
McCulloh and Mosher streets	166	1
McCulloh and McMechen streets	150	
McCulloh and Preston streets	130	9
Mulberry and Schroeder streets	118	1
Northwest Boundary	233	4
North Carey street and Northern avenue	221	6
Oregon and Townsend street	184	4

Elevations above tide west of Jones' Falls—Concluded.

	Feet.	Inches.
Observatory, Federal Hill	83	5
Pennsylvania avenue and City Boundary	208	4
Pennsylvania avenue and Preston street,	114	6
Pennsylvania avenue and Hoffman street	113	5
Pennsylvania avenue and Dolphin street	119	6
Pennsylvania avenue and McMechen street	175	
Pennsylvania avenue and Mosher street	168	
Pennsylvania avenue and Lanvale street	124	8
Presbury and Monroe streets	207	2
Payson and Presstman streets	195	8
Pine and George streets	108	5
Poppleton and Mulberry streets	97	5
Poppleton and Saratoga streets	95	1
Powder House, Fort avenue	65	4
Park and Monument streets	108	7
Preston and Eutaw streets	120	4
Thompson and Schroeder streets	127	
Thompson and Republican streets	136	
Thompson and Oregon streets	150	2
Townsend and Republican streets	175	
Townsend and Calvert streets	138	5
Fremont and George streets	104	5
Randall and Johnston streets	88	
Richmond Market, southwest corner	124	9
Ross and Preston streets	123	9
Rose and Eutaw streets	126	6
Saratoga and St. Paul street	55	8
Saratoga and Schroeder streets	99	1
Saratoga and Calvert streets	13	5
Saratoga and Holliday streets	6	4
Saratoga and Calhoun streets	118	2
Second and Gay streets	12	6
Walsh and Hoffman streets	110	3
Washington and Monument streets	98	9

CIVIL ENGINEER'S REPORT

REPORT.

BALTIMORE, November 1st, 1871.

Gentlemen of the Water Board:

As stated in my last Annual Report, the interior portion of Druid Lake was finished in December, 1870.

On the 2d of January, 1871, water was let into the Lake for the purpose of filling it, preparatory to its being used as a Reservoir.

In February of the present year Druid Lake came into use as a storage Reservoir, and has been in constant use ever since. Nothing has been done in the meantime to the inside portion of the Lake; every thing has stood as originally constructed.

Upon resuming work in May last, it was found that of the work to be done, the major portion consisted in embellishing or rendering sightly the surroundings of the Lake, where it had been necessary during the progress of the work to make excavations for material for construction. These embellishments were rendered necessary from the location of Druid Lake in a public Park.

The inside slopes of the Lake are rip-rapped from two feet above high water mark to ten feet below the same line, vertical measurement.

From the top of the rip-rapping to the top edge of the embankment surrounding the Lake is three feet, vertically or measured on the slope it is an average of nine feet.

This portion of the inside slope has been sodded and now

presents a fine appearance. The contrast between the gravel rip-rapping above water and the green sward being pleasing to the eye.

The insecure protection offered to visitors to Druid Lake, endered it necessary that a fence of some description should be erected around the inside edge and upon the outside top edge of the embankment. A light wrought iron railing, which does not obstruct the view, at the same time affords ample protection from accidents, has been erected upon the inside edge of the Lake throughout its whole extent.

A light wooden fence strongly built was deemed ample for the outside top edge of that portion of the Lake surrounded by embankment. The total length of the iron railing is 7,656 $\frac{6}{10}$ feet; that of the wooden fence is 2,979 feet.

At the close of operations upon the Lake in 1870, the margin at the upper end was left in an unfinished state. Provision however was made to pass the drainage from the Park Lake as well as the surface drainage during the winter, in a temporary ditch.

The passage of this drainage permanently was a matter of some consideration. Several plans were thought of, and after mature deliberation, the following method was adopted. The drainage from the Park is received at the upper end of the Lake into an eighteen inch Scotch clay pipe and passed along under the outer edge of the margin on the north side of the Lake, and thence to the ravine on the north side, where it runs into Jones' Falls. The pipe has a fall in a distance of 2,200 feet of eight feet, which of course necessitated considerable excavation at the lower end to lay the pipe, but which is amply compensated in the extra width obtained around the margin, which now gives a passage way varying from 40 to 27 feet wide. At regular intervals of 100 and 200 feet along on the line of this pipe, brick traps are built, sufficiently large to admit a man to go down in and clean out whatever sediment may from time to time accumulate in the traps, below the bottom of the pipes. By means of these traps also, the surface

drainage which naturally tends toward the Lake, is passed into the pipe and thence to the Falls, so that the only water that gets into Druid Lake is what is let in through the mains from Hampden Reservoir and what directly falls into it, in time of a rain.

The south side of the Lake or that part adjacent to the main entrance of the Park, is arranged in the same manner as the north side, only on the south side not having so much water to contend with, a smaller pipe was used, viz : a twelve inch. This pipe discharges its water into the ravine on the south side and thence into Jones' Falls.

To carry off the surface drainage from the north-west border of the Lake, an eight inch pipe connecting with the eighteen inch and the twelve inch pipes on the north and south sides of the Lake was laid, having a summit between the two pipes. This eight inch pipe catches the water that falls at this point, and directs it through the traps into the two pipes on either side and thence to the Falls below. Since these lines of pipes were laid there has been several heavy rains and the pipe capacity has been found adequate.

The Observatory which is located at the south-eastern angle of the dam, and which has lain in an unfinished state for the past four years, has been completed during the year. The inside is cased with brick and painted and an iron circular stairway erected on the inside leads to the top. The outside of this observatory has also been cleaned and pointed up.

Considerable amount of work has been accomplished during the year in the Stop House at the foot of the Dam. The former method of raising and lowering the stop-cocks, which are located there, was by means of a screw working in a nut on the inside of the stop, the screw then passing through the valve. This method had its disadvantages and gave a great deal of annoyance and trouble. It was found by experience that when anything got under the valve or the valve got canted by the pressure of water on the one side and not on the other, the fear was then that the screw being hid was liable to

be stripped or broken by the double gear, with which the stops were worked. All this has been obviated by a hollow cast iron column open on two sides, which is bolted to the dome of the stop. At the top of this column, the screw attached to an iron rod covered with copper passing through a stuffing box, and thence to the valve below, is worked by a single gear wheel. The ease and security with which these stops are now worked, sufficiently compensates for the expenditure incurred in the alteration. The wooden platform around the stop-cocks in the Stop House has been replaced by a cast iron grate floor.

The ceiling of the Stop House has been ceiled with tongue and grooved stuff, oiled and varnished.

The inside of this house for four feet above the iron floor, as well as from the iron floor to the brick pavement below, has been wainscoted with yellow pine stuff. When painted this Stop House will compare favorably with any similar house in the country.

The clay and gravel pits surrounding the Lake, from which were obtained material for construction, have all been filled in, sloped and set in grass seed.

The amount received from the sale of old material, etc., and credited to Druid Lake up to October 31, 1871, was $8,881 82.

The amount expended on Druid Lake from January 1st to October 31st, 1871, as shown by the books of the Department was $54,692 50.

The total cost of Druid Lake up to October 31st, 1871, has been $1,167,404 37.

Accompanying this report you will find an inventory of tools and material at Druid Lake amounting to $4,532 40.

HAMPDEN RESERVOIR.

The water was let out of Hampden Reservoir in October, which had not been done for ten years. The condition of the works was found to be excellent. The slope wall lining was in as good a state as when first built, saving at the top where

the waves had direct action upon the stonework ; this needed some little repair, which was done.

There was found not over six inches of sediment in the bottom ; this together with the fish was got out as well as possible and the water again let in.

CONDUIT.

Whilst the water was out of the Reservoir I inspected the conduit from Hampden Reservoir to Lake Roland and found every thing in the same excellent condition that it has always been since its construction.

The sediment on the top and sides of the conduit was broomed off and then washed out.

HIGH SERVICE RESERVOIR.

In March, 1871, a tour of observation was made by the Water Engineer, Mr. Curran, and myself, to the principal Northern cities for the purpose of ascertaining the best method of supplying the north-western section of our city with water.

After a full investigation and report to the Board, it was determined to pump water to a higher level, and thence by natural flow to the district to be supplied.

A sight for a Reservoir was selected in Druid Hill Park, a quarter of a mile north-west of the mansion, where an elevation of 350 feet above tide and 133 feet above our present height of supply is obtained.

After the necessary surveys were made, and the sanction of the Park Commission given to the location of the Reservoir in the Park, the graduation and masonry for the High Service Reservoir was let July 10th, 1871, to Patterson and Brother contractors, and work was commenced July 18th, 1871.

The shape of the Reservoir will be circular, with an internal diameter at the high water mark of 501 feet, having an area of water surface when full of 4 acres, 2 roods, 4 perches.

The embankment surrounding the Reservoir will be 15 feet wide on top, and three feet above the high water mark. The external slopes of the embankment will be 2 to 1 and the internal $1\frac{1}{2}$ to 1.

The extreme depth of water will be 20 feet and the total capacity 26,241,116 gallons.

The amount expended upon the construction of the High Service Reservoir as shown by the books of the Department up to October 31st, 1871, was $3,907 40.

Respectfully submitted,

ROBERT K. MARTIN,

Civil Engineer.

INVENTORY

OF

TOOLS & MATERIAL

AT

DRUID LAKE.

Inventory of Tools and Material at Druid Lake, October 31st, 1871.

1	frame office	$25 00
1	clock in office	10 00
1	desk and table	5 00
4	chairs	3 00
1	shovel and tongs	1 00
1	map of Baltimore and vicinity in office	1 00
1	transit instrument, "	50 00
1	level, "	50 00
2	level rods, "	10 00
100	feet chain, "	10 00
50	" "	5 00
4	tumblers, "	40
1	office lamp and shade, "	1 00
1	pitcher	75
3	brooms	50
1	tin cash box, (in town)	2 00
1	gallon coal oil can	75
2	stoves, and pipe for same	15 00
1	lantern	50
2	buck saws	1 00
1	hand "	50
1	iron square	25
4	axes	3 00
1	mule	00
1	carriage, (at Hampden Reservoir)	100 00
2	carts and harness	30 00
1	double set roller harness	10 00

1	curry comb and brush	50
3	large horse rollers	300 00
3	small hand "	10 00
1	lot of wood	15 00
1	" old lumber	20 00
1	grindstone	2 00
2	wood horses	50
3	coke grates	6 00
15	gravel screens	75 00
1	sand "	5 00
1	paving rammer	75
1	carpenter's bench	5 00
5	tressles	5 00
1	derrick	15 00
4	stone barrows	20 00
12	dirt "	18 00
1	hand "	1 00
5	ladders	10 00
1	step ladder	2 00
9	tool boxes	13 50
1	frame stable	20 00
1	" storage house	15 00
1	portable forge	10 00
2	blacksmith bellows	20 00
1	platform scales and weights	15 00
3	anvils	30 00
1	cross-cut saw	5 00
4	bars eight feet long	6 00
2	window frames and sash	2 00
2	doors and frames	10 00
335	feet $\frac{7}{8}$ gum hose	50 00
3	iron vices	15 00
2	wooden vices	6 00
3	mallets	75
3	force pumps	45 00
1	gallon measure	35

1	quart "	30
1	brand B. C. W. W	1 00
1	pair of scow oars	2 00
1	boat and "	15 00
1	scow " "	20 00
2	lead moulds	2 00
1	boring machine	5 00
1	box and set of shoeing tools	2 00
4	large lanterns, (damaged)	6 00
1	large whip saw	5 00
2	pots for melting lead	2 00
3	large lead ladles	8 00
2	small "	2 00
1	furnace for melting lead, (belonging in town)	
2	wooden blocks	2 50
5	iron dirt rammers	2 50
266	feet old hoisting chain	20 00
2	wagon wheels	4 00
3	two gallon oil cans	1 50
4	iron rakes	2 00
2	wooden rakes	1 00
2	knapping hammers	1 00
1	five gallon varnish can	1 00
1	fire bellows	1 00
1	stirrup and strap	1 00
3	monkey wrenches	3 00
4	cape chisels	2 00
4	cold "	2 00
1	funnel	25
30	files, different sizes	9 00
1	box caulking tools, different sizes	10 00
1	pair of calipers	50
2	log chains	10 00
1	lot of patterns for engines and excavators	5 00
4	wooden water buckets and cups	1 20
4	five gallon cans	4 00

7	augers, different sizes	4 50
3	broad axes	6 00
2	adzes	2 00
1	paper six inch bolts	1 50
1	" five "	1 50
31	striking hammers	62 00
9	hand "	13 50
1	riviting	1 50
2	mowing scythes	2 00
3	hoes	1 50
1	lot slate	2 00
1	circular saw	2 00
1	three prong fork	1 00
2	hay "	2 00
900	pounds drill steel	135 00
5	scrapers	2 50
1	tamping bar	50
8	crow bars	5 00
2	claw "	1 00
2½	yards gum packing	1 50
16	pair blacksmith tongs	7 00
34	pieces " tools, different kinds	20 00
3	old carriage axles	3 00
1	iron drill press complete	2 00
2	new roller tongues	10 00
3	plow clevices	2 00
100	pounds cast steel, new	15 00
4	barrels coal	1 50
78	18 inch cement pipe with couplins	358 80
10	12 " " "	23 10
173	short handled shovels	173 00
37	long " "	37 00
12	mattocks	12 00
57	picks with handles	57 00
6	" without "	6 00
1,000	pounds scrap iron	10 00

100	pounds good iron	2 00
1	lawn mowing machine	25 00
10	stone sledges	50 00
50	new gum springs for cars	20 00
1	bush hammer	10 00
3	plows	50 00
1	ratchet drill, (in town)	2 00
1	stock with two dices, both 1 inch plug, and taper tapes, (in town)	12 00
1	stock with three sizes $\frac{7}{8}$, $\frac{3}{4}$ and $\frac{1}{2}$ inch taper tapes, (in town)	12 00
2	stock with three sizes $\frac{3}{8}$, $\frac{1}{2}$ and $\frac{5}{8}$ inch taper tapes, (in town)	8 00
1	set $\frac{3}{4}$ inch dies without stock, (in town)	4 00
	stock with $\frac{1}{4}$ inch dies	8 00
2	jack screws	6 00
69	feet 2 inch gas pipe	6 90
366	" $1\frac{1}{2}$ " water pipe	26 60
245	" 3 " "	61 25
28	old boiler tubes	3 00
2	6 inch quarter circles	18 00
2	6 " branches	18 00
3	3 " "	6 00
2	4 " quarter circles	4 00
2	3 " "	3 00
1	$1\frac{1}{2}$ " branch	50
12	feet 6 inch pipe	9 00
21	" 16 "	31 50
51	" 30 " (old)	255 00
94	" 30 " (new)	1,034 00
1	30 inch branch, (good)	100 00
2	30 " quarter circles, (good)	300 00
1	30 " cap, (good)	15 00
1	30 " coupling, (good)	75 00
1	lot of brick	6 00
	Total	$4,532 40

ANNUAL REPORT

OF THE

INSPECTOR OF ILLUMINATING GAS

TO THE

Mayor and City Council of Baltimore,

FOR THE YEAR ENDING OCT. 31, 1871.

STATEMENT.

1871. *Baltimore Gas Light Company.*	Average Illuminating Power.	Maximum Illuminating Power.	Minimum Illuminating Power.	Maximum Pressure in inches.	Minimum Pressure in inches.	Pressure during trial.	Mean temperature of Photometer room.
January	14.60	15.5	13	3.9	0.8	0.2	56°
February	14.50	15.	13	4.0	0.9	0.2	56°
March	15.	16.	13	4.0	1.8	0.2	57°
April	16.20	16.5	14	3.4	1.0	0.2	58°
May	15.50	16.	13	4.0	1.6	0.2	63°
June	15.60	16.	13	3.5	1.1	0.2	70°
July	15.20	16.	14	3.4	1.2	0.2	75°
August	15.50	16.5	14	3.5	1.2	0.2	76°
September	15.90	16.5	14	3.8	1.0	0.2	67°
October	15.50	16.5	13	3.6	1.0	0.2	66°
November	15.	16.	13	3.6	1.0	0.2	63°
December	14.50	15.	14	3.0	1.5	0.2	50°
Average	15.25	.....	.....	.....	.....	.....	.....
People's Gas Light Co.							
July	14.	14.5	13	3.6	0.8	0.2	75°
August	14.60	16.	13	3.5	1.0	0.2	75°
September	15.	15.5	13	3.4	1.0	0.2	67°
October	14.90	16.	13	3.4	0.8	0.2	66°
November	14.31	15.	13	3.6	1.1	0.2	62°
December	14.	14.5	13	3.6	1.5	0.2	50°
Average	14.47	.....	.....	.....	.....	.....	.....

The illuminating power was determined with a Bunsen disc and standard Argand with fifteen holes and seven inch chimney, the gas burning at the rate of five cubic feet per hour, and the candle calculated to one hundred and twenty grains of spermaceti per hour.

WILLIAM E. A. AIKIN, M. D.,

Inspector of Illuminating Gas.

REPORT.

OFFICE OF INSPECTOR OF ILLUMINATING GAS,

Baltimore, January 3, 1872.

Honorable Joshua Vansant, Mayor:

SIR: The accompanying table comprises the results of my observations on the character of the illuminating gas supplied to the city during the past year. It has been compiled from numerous, mostly daily, observations during the year on the gas from the works of the Baltimore Gas Light Co., and during the last six months on the gas from the People's Gas Co. The works of the latter Company not being fully in operation until about the middle of the year.

There is a slight difference in the illuminating power of the gas supplied by the two companies, but in both the standard established by the city ordinance has not only been maintained, but both show an average illuminating power much above the limit fixed by the law. Both have also been remarkably free from sulphur, the only impurity prohibited by the ordinance. The ordinary impurities of coal gas which are not referred to in the law, have also been carefully watched. Carbonic acid gas has been very rarely detected, and then only in very insignificant quantity. Sulphuretted hydrogen has not been detected at any time, and ammonia, though always present, has not appeared as abundant as formerly.—

There would appear to be nothing in the chemical character of the gas, to explain the many complaints made against it on the score of deficient light-giving power. It is perfectly certain that if gas of suitable quality is supplied in suitable quantity and consumed from a burner properly constructed, the light it gives must of necessity be satisfactory. Then, if our gas does not give a good light, it is clear that either the quality of the gas is bad, or the quantity supplied is not sufficient, or the burner is badly constructed. But our gas, so far as chemical tests will show, certainly so far as the one requirement of the ordinance is concerned, is commercially pure. Being free from all reasonable objection on that score, the difficulty would seem to be due either to an insufficient supply or to defective burners.

A deficient supply of gas at the point where it is consumed, may be caused by a want of pressure in the street mains.—That pressure may not be sufficient to force the gas through the service pipes, they being of the proper size, or the pressure on the gas in the street mains may be all right, and the difficulty may be owing to the use of service pipes unsuitably small; pressure on the gas may be just what it ought to be at the works and in the street mains, but if the pipes that convey it through our houses are not proportioned to the number of burners in use, the gas supply to each burner will be insufficient, and the light will be defective. Pipes may be large enough to supply all the gas required for a certain number of burners, and yet be unable to supply double that number. If the demand for gas in any neighborhood should increase beyond the estimate that decided the diameter of the street main, no one could get a proper supply. Some time since there was a general complaint in the vicinity of one of our city markets, that the stores in the neighborhood could get very little light on the nights when gas was used in the

market house, while on other nights the stores had light enough. The difficulty was entirely remedied by simply substituting a larger main, one large enough to pass all the gas that was wanted. The quantity of gas that will pass through a pipe of given dimension under a given pressure, admits of calculation; if the calculation should be made a little too close and the service pipes in any building be of such size that the ordinary pressure in the street mains just suffices to supply the burners in ordinary use, then the addition of a few more burners would render the supply to each insufficient, or without bringing any more burners into use, a slight diminution of pressure in the main would show a want of proper supply and a corresponding loss of light. There is one large building in the city, where this difficulty exists, where the service pipes are too small to supply all the burners properly, and where the only remedy is the very costly one to replace the small pipes with larger ones.

The question of gas pressure is therefore intimately connected with the question of light. Should the pressure in the street main be excessive, it becomes objectionable as gas cannot be burned under excessive pressure without great waste. But this can be remedied in great part by the consumer.— The unnecessary pressure can be contracted by controlling the supply of gas admitted into the building, or by the use of governors. But for deficient pressure in the street mains, the consumer has no remedy. From all that I can learn, the numerous complaints of bad gas and bad light that have appeared in the papers within the last few months, have very probably been owing in great part to a want of proper pressure at the burner. But whether this was caused by want of pressure in the street mains, or by want of capacity in the street mains or by want of capacity in the service pipes, cannot easily be determined without a careful investigation in each

case. The ordinance specifies the kind of burner to be used in examining the gas. It must be an Argand burner of given dimensions, with 15 holes and a chimney 7 inches high, it must consume the gas at the rate of 5 cubic feet per hour, and must be used with a pressure of a column of water two-tenths of an inch high. This being the proper pressure to give the best light with that particular burner, no one could expect to get as much light from the same amount of gas used with the same pressure but with a different burner, one so constructed as to require a high pressure for its proper action. Thus it may easily happen that the weekly reports of the inspector will show the gas to have an illuminating power much above the standard, while the public with the burners in ordinary use will fail to get a satisfactory light, simply because the ordinary burners will not give a good light unless they are supplied with gas under a much higher pressure than that which suffices to give the best light with the standard Argand. The one, and only remedy for this difficulty is obvious enough, but how far it is practicable I am unable to determine.

If all gas companies could be required to supply consumers with gas of a certain purity, of a certain illuminating power, and under a certain pressure, there would be no reasonable cause of complaint left. In the meantime the private consumer must see that his service pipes have sufficient capacity; he must watch that they never become obstructed by drip; and he should select burners fitted to burn properly under a low pressure; and beyond this he can do very little.

Complaint is sometimes made that the ordinary burners become obstructed by a deposit of what is called gummy matter. If the condensation of the gas at the works has not been properly accomplished, it may happen that some condensible gaseous matters will pass on and be distributed with the illuminating gas, and such matters condensing in the pipes and

burners may produce difficulty. Such a condition of things would indicate great carelessness on the part of the gas company, and should be prohibited; but inasmuch as it is not prohibited, the public must try to believe that it is not likely to happen often, and that when it does happen, the company at fault will apply the proper corrective as soon as the matter is brought to their notice.

Let us now suppose the gas supply to be entirely unobjectionable in regard to purity; let us suppose it supplied through mains and pipes of proper size; let us suppose the pressure to be exactly what is required for the most perfect combustion; and yet, if the burners are not properly constructed, the light will be unsatisfactory. A burner may permit too much or too little gas to pass through; in either case we cannot get the best light. The necessity for selecting suitable burners for the most economical consumption of gas ought to be self-evident. The importance of a proper selection may be inferred from the following abstract from the American Gas Light Journal, of a report by an English Commission appointed to investigate the question of gas supply to the metropolis:

"Even when burning at rates best suited to them, some burners give much more light in proportion to the quantity of gas consumed than others; the difference between good and bad burners being so great that the best give 70 and even 80 per cent. more light than the burners in common use. As a question of practical consumption of gas, it is true, the loss of the public from bad burners is never so great as these figures show, but certainly it may be taken at from 25 to 40 per cent."

To get the best light with tho most economical consumption of gas requires some special arrangement to diminsh the rapidity of the flow of the gas as it escapes from the burner.

The double burner does this very effectually, if the lesser

discharging capacity of the inner orifice is properly adjusted to the greater discharging capacity of the outer one. The material of which the burner is made is somewhat important; the porcelain or lava-tipped burners being less liable to corrosion, preserve the original form of the orifice unchanged for a longer time, and are to be preferred to the metallic tips, which are rapidly corroded. In conclusion I must beg leave to remark, that a trifling amount is annually required to supply the necessary materials, as chemicals and apparatus needed in the daily work of this office. If the Inspector can be authorized to procure the necessary supplies to an amount not to exceed fifty dollars per annum, and send the bills to the proper city officer for payment, it would be sufficient for all ordinary purposes. Whenever the new City Hall approaches completion, it will be necessary to set aside an apartment for the use of the Inspector of Illuminating Gas, and to provide means to remove and fit up the apparatus necessary for his work.

Respectfully, &c.

WILLIAM E. A. AIKIN, M. D.,

Inspector of Illuminating Gas.

ANNUAL REPORT

OF THE

CITY COMMISSIONER

TO THE

MAYOR AND CITY COUNCIL OF BALTIMORE,

From January 1st to October 31st, 1871.

REPORT:

CITY COMMISSIONER'S OFFICE,
Baltimore, November 1st, 1871.

To the Honorable the Mayor and
City Council of Baltimore.

GENTLEMEN:

In pursuance of the law and custom of this Department of the City Government, we have now the honor to report its operations during the last fiscal year.

The fiscal year having been made by ordinance of the Mayor and City Council, to terminate with the 31st day of October instead of the 31st day of December, as heretofore, this report will not embrace so long a period by two months, as our former ones. Hence, in order to present you an accurate comparative view of the growing utility of this office, we are constrained to refer more particularly than has been our habit to work under way, and which for the greater part will be completed by the close of the calender year.

The office of "Inspector of Buildings," however, was created by ordinance of the Mayor and City Council, approved June 10th, 1871. To it the matters of contracting for, and supervising the construction of, all public buildings—the issuing of permits for the erection of Steam Engines, Boilers, Frame sheds, &c, was transferred from the office of the City Commissioner.

This circumstance, while not reducing the number of topics for consideration and review, has nevertheless shortened our report on this occasion.

GRADING AND PAVING NEW STREETS, ALSO RE-PAVING.

During the last ten months we have graded and paved new streets amounting to.....385,041 Sq. ft.
In addition to which we will complete by the 1st of January next..... 96,700 " "
Making a total of square feet for the last twelve months.....481,741 " "

The operations of the department under this head have been for the last four years, or during the time we have had the honor of holding our present position, unusually large, as will be seen from the following statement, which shows the number of superficial feet of paving for each year, since 1862 including the aggregate number of square feet of paved streets, in the city, up to that time, as represented in the City Commissioner's report for 1862 viz:

Number of superficial feet of pavedstreets in Baltimore January 1st, 1862.....		28,574 866
Paved in 1863.....		20,849
" " 1864.....		88,109
" " 1865.....		66,960
" " 1866.....		61,963
" " 1867.....		70 336
		28,883 083
Number feet paved in the last four years, viz:		
In 1868.....	179,999	
" 1869.....	806,289	
" 1870.....	306,440	
" 1871.....	481,741	
		1,774 469
Whole area of paved streets in the city, (Square feet.).....		30,657 552

From this statement it will be perceived that, during the last four years, there have been paved 1,774,469 square feet of new streets, which are nearly equal to $(\frac{1}{17})$, one-seventeenth of the whole area of paved streets in the city. This fact, perhaps beyond all others, clearly demonstrates the rapid growth and expansion our city has made during the time referred to.

The Grahamite Asphalt Company, by virtue of an ordinance of the Mayor and City Council, and by an application of interested property holders representing two-thirds ef the front feet, are laying their patent Asphalt pavement on South street, between Baltimore and Lombard streets. Like all improvements of this character, it will take a little time to develope the merits or demerits of this pavement and enable us judiciously to compare its cost for repairs, &c., with the cost of those we have in use.

In accordance with resolution No. 244, approved 14th of June, 1869, we removed the track of the Baltimore and Ohio Railroad and the Northern Central Railroad Companies from the bed of Howard street, between Baltimore and Cathedral streets, on the 1st of May last, and repaved the street, or that part from which the track was taken.

We regret to say, however, that some difficulty has been experienced in collecting the cost of this work from the property holders, who, in their petition to the Mayor and City Council, agreed to pay the expense of the same. About one fifth of the amount has been received. The balance of the unpaid bills will be placed in the hands of the City Solicitor, with the instruction to institute suit for the recovery of the same.

The grade of West street, between Hanover and Leadenhall streets, at the intersection of Race street, was raised $3\frac{1}{2}$ feet, and an open culvert (8) eight feet wide constructed across the street in order to prevent the overflow of water, which, during heavy rains and high tides, flooded it to such

an extent as to render it impassable, and also extremely detrimental to the health of the inhabitants of that locality.

It is quite unfortunate that the grade of this (West) street, also Cross street at a similar point, was established so low, being only about (3) three feet above mid-tide.

During high tides, produced by south-east winds, in connection with heavy rains, a large surface of the streets in the vicinity is inundated, much to the injury of the property situated on them, as well as tending seriously to engender sickness.

The course of the water from South Howard street, along Ostend street to Sharp, was changed in compliance with a resolution of the Mayor and City Council, and conducted down Howard street to the Spring Gardens, by altering the grade at the intersection of Howard and Ostend streets, and constructing an open sewer under the bed of the Baltimore and Ohio Railroad. This has made a very desirable improvement, and cost less than one-half of the estimated cost of a tunnel.

Court House Lane, between Calvert and St. Paul streets, has been repaved with the Nicholson pavement, in pursuance to a general ordinance.

REPAIRS OF PAVED STREETS.

Our paved streets, embracing as we have seen over thirty and a half millions of superficial feet, have been during the year kept in a very good condition, with the emparatively limited appropriation ($45,000) for that purpose, involving a cost of less than one-sixth of a cent per foot. Small as this cost per foot really is, it were possible to diminish it materially if successful efforts were made to conform, as far as practicable, to the suggestions we had the honor to convey in our last Annual Report. We beg to repeat it.

Reference was made "to a great scurce of expense attending the repairs of streets, resulting from the laying and repairing of gas and water pipes. Of course the trouble and

expense necessarily involved cannot be entirely overcome, but may be partially lessened by laying the pipe, when practicable, previous to the paving of such streets as require their introduction. It often occurs that soon after a street has been paved, trenches are opened for gas and water purposes, its entire length. This at once breaks the keying or bond of the paving, and causes a settlement, from which the grades of the streets can only be restored by re-grading. It would, besides being much cheaper to the city on account of repairs of streets, also prove far less expensive to the Gas Company and Water Board, if the pipes were laid before rather than after the paving of the streets had been completed.

CONSTRUCTION OF BRIDGES.

A new iron bridge over Jones' Falls, on the line of Decker street, now in the course of construction, will be completed by the close of the current year. This bridge is 117 feet clear span, measured in the street line, and 66 feet wide, and excepting the flooring is composed entirely of iron. The completion of this structure, in connection with the bridge erected by the Northern Central Railroad Company over their road, on the line of the same street, opens up another important highway, much to the relief of Charles street Avenue. A wagon bridge has been erected over Jones' Falls, at Centre street, near the foot bridge, which was put up immediately after the flood of 1868.

REPAIRS OF BRIDGES.

The bridges have been kept in good condition by renewal and repairs of flooring, &c. No extraordinary repairs were resorted to in connection with those crossing Jones' Falls, with the exception of the Draw-Bridge, which must be reconstructed during the coming year.

The old Belvidere Bridge, to which we have referred in each of the reports we have had the honor to present, has been repaired and supported as far as practicable. Three years since an appropriation was made to construct a bridge over Jones' Falls, on the line of John street, with the view of superseding this bridge, but owing to the fact of John street, between Greenmount Avenue and Belvidere Road, not having been condemned, the work was necessarily postponed. We regret to say that we fear the old bridge will either have to be closed to travel, or be reconstructed entire, before the condemnation of John street will be consummated. This is a matter of vital importance to the public, hence we beg to call your special attention to it.

HARMAN BRIDGE, OVER GWYNN'S FALLS.

By resolution No. 234, approved October 25, 1870, we were appointed an arbitrator, with the power to notify the owner or owners of the Harman Bridge, over Gwynn's Falls, to appoint, within sixty days, an arbitrator for the purpose of ascertaining the cost and purchasing said bridge for the City, under authority of an Act of the General Assembly of 1835, Chapter 24, and its various supplements. We proceeded to notify the owners, who appointed an arbitrator, as required ; but after a few interviews with him, we discovered that the various supplements of 1836 and 1867 repealed the section of the Act of 1835, which gave the city the right to purchase the bridge *at its original cost*, and enacted that, when the City assumed control of said bridge, it should *pay the owners its present value*, at the time of taking possession.

After consulting the law officers of the City, together with the Mayor, on the subject, it was decided that the *present value* would include the franchise or revenues of the bridge, as well as the cost of the superstructure. This would have in-

creased the amount so far above that supposed by the Committee on Bridges to be sufficient for the purchase, when they recommended the passage of the resolution above mentioned, that when we called their attention to the fact, after mature consideration they secured the repeal of the same by the Council.

We would state in connection with this subject that the City has the right to construct a new bridge, or crossway over Gwynn's Falls, near to, and parallel with the present structure, which can be accomplished for at least one-half of the estimated value and franchise of the old one, and the right of way for the same can be had without cost.

PUBLIC SQUARES.

The two squares on Eutaw Place, lying between Lanvale and Mosher streets, the work on which was commenced last year, have been enclosed with an iron railing supported upon a granite base, similar to the square lying between Lanvale and Dolphin streets.

Last year we were directed by resolution to enclose the two squares on Broadway lying between Fayette and Orleans streets, in a manner corresponding to those that had been previously completed ; the appropriation for which was to be taken out of the levy for the present year. Before beginning the work, however, we discovered that the amount of the appropriation, which was made without consulting us, was sufficient to enclose (including the squares just mentioned) the square lying between Jefferson and McElderry streets. When this fact was made known to the Council we were directed to enclose this last mentioned square also—all of which will be completed before the 1st of January next. At Eastern Spring and Battery Square, a number of seats and benches has been added—also, at the former a number of evergreens has been set out, and the grass and walks have been much improved.

REPAIRS AND CONSTRUCTION OF SEWERS.

The sewers of the City have received the usual amount of repairs during the year—several of them, especially the sewer over Chatsworth Run, required considerable work, at divers periods, to prevent serious damage to property adjacent and binding thereon. To the remarks made in a former report on the defective manner in which, for the most part, our sewers are constructed, particularly in regard to their alignment, we would again invite your attention.

We were directed, by resolutions of the Mayor and City Council, to construct the following sewers, viz: on Ann street between Barnes street and Belair Avenue; on Calhoun street from Franklin to Thompson, and from Adams to Mosher street; on Oliver street, from Decker to Jones' Falls via Morton alley; on John and Mosher streets, from McMechen to Elm street; on Druid Hill avenue, from Wilson street to North avenue; and on Mulberry street from Carey to Republican street.

The plans and specifications for them have been completed, and two of them, viz: the Ann street and Druid Hill avenue, sewers have been put under contract. Owing to the lateness of the season, and the fact the appropriations for their construction were not included in the levy for 1871, the work was postponed, and the appropriation will be carried for the levy of 1872. The appropriations for the Ann street and Calhoun streets will not be sufficient to complete them, as contemplated by the resolutions ordering their construction. Judging from the lowest proposal received for the work of each, the former will require an additional amount of $5,000, and the latter $3,800.

The movement to construct a sewer on Liberty, Howard and Camden streets, gave rise to litigation which for a while threatened to be troublesome. This has been adjusted, and plans for the work are now being prepared and will be com-

pleted in time to commence its construction early in the next season. There has also been some delay experienced in commencing the sewer from the foot of Scott street to the Spring Gardens, for which an appropriation was made in 1869. This delay was occasioned by difficulties encountered in condemning the ground necessary for its course. A sewer has been constructed on Fulton avenue, between Baker and Presbury streets, eight feet in diameter ; another across Pennsylvania avenue, at Oxford street ; also a large culvert, twelve feet in diameter, across East Monument street at the intersection of Patapsco street. The sewer at the intersection of Mill and Pratt streets, which has heretofore given much trouble, has been completely overhauled and enlarged, and is not likely again to cause embarrasment.

REPAIRS AND CONSTRUCTION OF PUBLIC SCHOOLS.

In our last report we alluded to the fact that school house No. 17, which we had been directed to erect on the lot in the rear of House No. 2, at the corner of Bank street and Broadway, had been delayed in consequence of a difference of opinion in the School Board as to the location, so late in the fall as to prevent the commencement of the work. Early in last Spring, just as we had prepared to begin the work, we were directed by resolution No. 48, to change the location of this house, and a lot was obtained on Washington street between Fayette and Hampstead streets, on which the building has been completed, with such alterations in the plan as to adapt it to the new location and requirements of the school. An iron railing was put up in front of the Eastern Female High School, which was neeessary to protect the building.

The repairs of school houses, as well as their construction in connection with other public buildings, it will be remembered was transferred to another department in June last, hence we have little to report under this head, except that,

during the period they were subject to our control, they received proper attention.

BAY-VIEW ASYLUM.

The roof of the Cupola of Bay View Asylum was thoroughly repaired, and, together with the entire exterior of the main and other buildings attached thereto, painted. The parlor, public reception rooms and offices were also repaired and painted.

LAMPS AND PILLARS.

During the year we have put up 145 additional lamp posts, and renewed 57 which were broken, also furnished 206 new gas and 44 oil lamps.

FLAG STONES.

Besides the renewal of flag stones, or substituting the wide for the old narrow ones, at a number of street crossings, we have also placed them in front of several Churches and other points, in pursuance of resolutions of the Mayor and City Council. These wide and substantial flags, which were introduced a few years ago, are highly appreciated by the public, and in time will prove more economical than those formerly used.

MARKET HOUSES.

In our last Annual Report we referred to three market houses in the course of construction, viz: Lafayette, on Pennsylvania Avenue; Lexington, between Paca and Eutaw streets, and Bel Air, on the space at the east end of the present market of that name.

Two of these houses, Lafayette and Bel Air, when nearly completed, were blown down, during severe storms last winter. After strict examination and review of the details of the plans, it was deemed necessary to further strengthen these houses, by additional braces &c., the plans for which were submitted to the Council, and we were authorized to carry out the same, which has been accordingly accomplished in the most substantial manner. Full descriptions of these houses, with their dimensions, &c., were given in the report above referred to.

In the Lafayette Market, which covers an area of 433x77 feet, there are 64 butcher and 144 shed or vegetable stalls. These stalls were sold during the year, for $15,000 over and above the entire cost of the market house and lot on which it is built.

In the reconstruction of the Lexington Market, which occupies a space of 330x66 feet, we succeeded in gaining 6 additional butcher and 12 vegetable stalls, the sale of which very nearly paid for the entire cost of the new house. We also introduced into this market iron drain pipes, which are a great improvement, in connection with the ice-boxes used by a majority of the butchers.

The Bel Air Market, occupying a space of 152x60 feet, a part of which has been converted into a fish market, contained 20 butcher and 56 vegetable stalls, which, taken at the prices brought by stalls sold at the other markets, will produce an amount much in excess of the cost of the entire building.

The construction of the Armory for the 5th Regiment Maryland Guards, over the Richmond Market, was transferred along with other public buildings, in June last, to the Inspector of Buildings.

PERMITS FOR SHEDS, BAY WINDOWS, &c.

The revenue derived from this source, before being placed

under the direction of the Inspector of Buildings, on the 2d of June last, was as follows:

For Frame Sheds and Signs		$1,450 53
" Bay Windows		300 00
" Steam Engines and Boilers		250 00
		$2,000 53
The revenue accruing from permits, vaults, areas and sewers, during the year was	$1,413 73	
From establishing grades and lines	160 00	
		$1,573 73
Total		$3,574 26

TUNNELS OF THE UNION AND BALTIMORE AND POTOMAC RAILROAD COMPANIES.

These works which have been under way since last spring, extending entirely across the City from its western to its eastern limits, are of great magnitude and importance. And passing in their course through a very valuable portion of the City, require on the part of those having them in charge, much care and caution, which, with few exceptions, has been well observed, and therefore have given us but little trouble.

THE CITIZENS' PASSENGER RAILWAY CO.

The Citizens' Passenger Railway Company, have laid their tracks in pursuance of an ordinance of the Mayor and City Council, extending from the north-western to the south-eastern limits of the City, and are now completing another section, on Howard street, in compliance with a supplementary ordinance.

It would be well, in granting the important franchise to corporations to lay tracks in the streets of the city, to attach

a penalty to the ordinance for the non-compliance to certain obligations, to which they are required to conform.

MISCELLANEOUS.

During the year Boston street has been shelled ; E. Fayette street has been repaired and partially shelled, and the Washington Road has also been repaired. The old fort on E. Monument has been removed.

Iron plates have been placed across the following cross-gutters: at Light street and Williamson street and alley ; at the intersection of Charles and Reed streets ; Charles and Centre streets ; St. Paul and Centre streets ; also across Park Avenue at Camel alley, and at the intersection of Calvert and Centre and Monument and Calvert streets. These iron plates make easy and pleasant crossings over gutters, which, before being improved, were not only inconvenient, but dangerous.

The Circuit Court room has been improved by the introduction of extra windows, &c., with the view of its better ventillation, and comfort of those who frequent it. A new plastic slate roof has been put on the south side of Lexington Market, been Paca and Green streets ; also, a roof of the same material on the south side of the north wing of the Hanover market. The eves of the Lexington have been lined with boards, and Broadway market house white-washed and otherwise improved.

CONCLUSION.

After having presented you with a faithful exhibit and review of our last year's operations, we have only to add, in conclusion, that we have not exhausted the appropriations accredited to this department, by $216,345 58. This can be accounted for, however, from the fact that, a number of the

special appropriations, or those made after the general levy, were passed too late in the year to render it practicable to complete the work for which they were severally designed; and that with few exceptions, all the finished work has been completed *within* the amount appropriated for it.

The cost of work referred to in this report when not specified, can be ascertained by an inspection of Table A, hereto appended.

We are indebted to Mr. L. E. Slicer, Assistant Commissioner, and Mr. G. P. Woodward, Clerk of this Department, for valuable aid in conducting its arduous and extensive operations.

Respectfully submitted,

J. H. TEGMEYER,

City Commissioner.

LIST OF TABLES ANNEXED TO THE CITY COMMISSIONER'S REPORT FOR 1871.

Table "A" exhibits the amount of appropriations, the amount expended and the balance due on the several appropriations for the year 1871.

Table "B" exhibits the amount of balance on appropriations for 1871, for work not completed, and balance due on work completed during 1871.

Table "C" exhibits the number of streets and alleys paved and repaved during 1871.

Table "D" exhibits the number of streets under contract for paving,

Table "E" exhibits the amount of superficial feet of paving in the City to December 31st, 1870, and the amount of superficial feet of paving during 1871.

Table "F" exhibits the revenue received in the Department of the City Commission during the fiscal year ending October 31st, 1871.

TABLE A.

Showing the Amount of Appropriations, and the Balance due on the Several Appropriations for the year 1871.

ACCOUNTS.	Appropriation.	Amount Paid.	Amount Undrawn.	Amount Overdrawn.
Sewer at Mill and Pratt streets, Res. No. 179, 1871	500 00	$130 01	$369 99	
Removing Fort in East Monument street, No. 277,	400 00	250 00	150 00	
Shed at Cross street Market		372 50		
Sewer across Pennsylvania avenue at Oxford street, Res. No. 1, Nov. 18th, 1870	2,000 00	390 45	1,609 55	
Repairing Hanover Market house, Res. No. 78, 1871	638 39	638 39		
Eastern Female High School	500 00	360 00	140 00	
Roofing Lexington Market house, Res. No. 78, 1871	905 60	905 60		
Repairing Broadway Market houses, Res. No. 121, and 226	200 00	200 00		
Cross street Market house and Hall	4,572 00	4,597 50		25 50
Richmond Market house and Hall	71,882 27	25 00	71,857 27	
Boston street		150 00		

Shelling Washington road, Res. No. 182, 1871.	500 00	.....	500 00	.....
LaFayette Market house approp'n. 19,257 95				
Appropriation to rebuild..... 9,150 00				
Bracing, &c..... 7,538 70				
	35,946 65	29,455 15	6,491 50	.....
Altering grade at Baltimore and Schroeder streets, Res. No. 247, 1871.....	100 00	.....	100 00	
Sheds at Lexington Market.....	.....	2,352 32	.....	.....
Repairs of Sewers.....	4,000 00	3,015 53	984 47	.....
Belair Market house, Appropriation $6,247 15				
" " " " 3,800 00				
	10,047 15	8,678 50	1,368 65	.....
Shelling Ferry Bar road.....	103 30	.....	103 30	.....
Repairing Lexington Market house, Res. No. 113, 1871.....	.....	293 27	.....	.....
Flag and Stepping Stones.....	6,000 00	4,462 30	1,537 70	.....
Repairs of Lamps. Appropriation. $3,789 10				
Received for Lamps broken.... 121 31				
	3,910 41	3,095 67	814 74	.....
Repaving streets.....	3,000 00	332 52	2,667 48	
Lexington Market house, Approp'n. $18,718 62				
Bracing, Sewers, Gas, &c..... 8,211 52				
	26,930 14	23,743 17	3,186 97	.....
Repairs of paved streets.....	45,000 00	37,778 10	7,221 90	.....
Amount carried forward.....	217,135 91	121,225 98	99,103 52	25 50

TABLE—A Continued.

ACCOUNTS.	Appropriation.	Amount Paid	Amount Undrawn.	Amount Overdrawn.
Amount brought forward	217,135 91	121,225 98	99,103 50	25 50
Repairs of Unpaved streets	500 00		500 00	
" " Bridges. Appropriation...$5,000 00				
Received for old Lumber	79 97			
	5,079 97	4,795 59	284 38	
Abutments for Charles street Bridge	1,114 11	1,114 11		
" " Decker " "	12,500 00	11,972 36	527 64	
Bridge over Jones' Falls at north Av. $14,820 05				
Received from N. C. R. W.	2,500 00			
	17,320 05	17,220 46	99 59	
Bridge over Jones' Falls at Decker street	25,000 00	2,585 00	22,415 00	
" " " " Centre street, Res. No. 241, 1871	2,500 00		2,500 00	
Iron Plates across Light street at Williamson Alley, Res. No. 131, 1871		1,573 66		
Iron Plates across Light street and Williamson street, Res. No. 31, 1871		1,139 73		
Iron Plates across Valley street, Res. No. 17, '71.		109 27		
Iron Plates across Light street, at West street, Res. No. 184, 1870		183 10		

Iron Plates across Boston and Windsor streets, Res. No. 18, 1871		288 63		
Lamp Pillars and Lamps. Appropt'n. $4,000 00 Received for lamps broken 100 00	4,100 00	2,205 35	1,894 65	
Flag stones across Light street at Camden street, Res. No. 84, 1871		57 86		
Flag stones in front of St. Paul's P. E. Church Res. No. 11, Nov. 1870		452 34		
Flag stones across Light street at Pier 12, Res. No. 86, 1871		301 25		
Flag stones across Howard and Saratoga streets, Res. 250, 1871		316 80		
Flag stones in front of Emanuel Church, Res. No. 109, 1871		312 06		
Flag stones across Eutaw and Biddle streets, Res. No. 196, 1871		337 87		
Tunnel in Calhoun street, Res. No. 181 and 235, 1871	10,400 00	60 00	10,340 00	
Tunnel in Druid Hill avenue Ord. No. 29, 1869		135 00		
Tunnel in Ann street, Res. No. 116, 1871....	17,000 00	198 00	6,802 00	
Tunnel in Oliver street, Ord. No. 84, 1871.....	8,500 00	50 50	8,449 50	
Tunnel in John street, Res. No. 256, 1871.....	10,000 00		10,000 00	
Amount carried forward.....	331,150 04	166,634 92	172,916 28	25 50

TABLE A—Continued.

ACCOUNTS.	Appropriation.	Amount Paid.	Amount Undrawn.	Amount Overdrawn.
Amount brought forward	331,150 01	166,634 92	172,916 28	25 50
Paving and repaving in front of city property	2,000 00	1,582 86	417 14	
Repairs of Public schools	15,000 00	4,893 41	10,106 59	
Erecting Public school house No. 12	4,800 20	4,010 10	810 40	
Erecting Male and Female Grammar school house, No. 17	16,750 00	12,700 00	4,050 00	
Erecting Central Police Station House	72 15	32 50	39 65	
Paving and repaving cross streets	10,000 00	11,981 64		1,981 64
Highways and bridges. Tax $11,734 76				
Received for old lumber 10 25				
	11,745 01	12,318 21		573 20
Repairing City Property		1,523 53		
Incidentals	250 00	81 75	168 25	
Altering Gutter at Raborg and Poppleton streets, Res. No. 245, 1871		92 62		
Altering Gutters at Charles and Read, Charles and Centre, and Centre and St. Paul streets and other streets. Appropration Bill, Res. No. 30, and 237, 1871		8,702 88		

Sewer in Howard street from Ostend street to the Spring Gardens, Res. No. 230, 1871....		4,000 00	.....	4,000 00	.....
Sewer in Fulton Avenue, Gen. Appropriation Bill.....	$2,000 00				
Ordinance No. 20, 1871.....	4,000 00				
		6,000 00	5,177 04	822 96	.....
Raising grade at West street, between Leadenhall and Hanover streets, Res. No. 242, 1871.....		3,000 00	5 00	2,995 00	.....
Sewer in Barnes street.....		2,312 00	2,312 00	.....	.....
Sewer in East Monument street, Res. No. 122, 71,		1,000 00	1,000 00	.....	.....
Sewer in Mulberry street, Res. No. 316, 1871...		3,500 00	.....	3,500 00	.....
Enclosing Eutaw squares.....		12,940 00	10,687 63	2,252 37	.....
Enclosing Broadway squares.....		18,000 00	5,950 00	12,050 00	.....
Battery square, Res. No. 133, 1871.....		500 00	457 40	42 60	.....
Improvements at Eastern Spring, Appropriation Bill.....	$150 00				
Resolution No. 156.....	300 00				
		450 00	371 50	78 50	.....
Mount Vernon Squares.....		150 00	150 00	.....	.....
Mount Vernon Squares, Improving, Res. No. 176, 1871.....		300 00	.....	300 00	.....
Altering windows in Circuit Court Room, Res. No. 93, 1871.....		.....	226 66	.....	.....
Amount Carried Forward		443,919 40	250,891 65	214,549 74	2,580 34

TABLE A—Concluded.

ACCOUNTS.	Appropriation.	Amount Paid.	Amount Undrawn.	Amount Overdrawn.
Amount brought Forward	443,919 40	250,891 65	214,549 74	2,580 34
Repairing Sewers in Union Square		45 00		
Damages on account of the flood	108 42		108 42	
Repairs at Bay View Asylum	2,678 70	2,590 98	87 72	
Removing Earth from the bed of Hughes street, Res. No. 293, 1871	300 00		300 00	
Salaries of the City Commissioners and Clerk	6,000 00	5,000 00	1,000 00	
Shelling Point Lane, E. of Greenmount Avenue, Res. No. 61, 1871	300 00		300 00	
		$ 258,527 63	$216,345 88	$ 2,580 34

The balance of the Appropriation for Erecting Richmond Market House and Armory amount to $71,857 27

The balance of the Appropriation for Repairing Public School Houses, amounting to 10,106 59 were transferred to the Inspector of Buildings.

TABLE B.

Statement showing the amount of Balances on Appropriations for 1871, *for work not completed, and Balances due on work completed in* 1871.

ACCOUNTS.	Amounts overdrawn.	Balance of appropt'n.	Amount required for 1872.	Total am't required.
Removing Fort on East Monument street		$150 00		$150 00
Altering grade at Baltimore and Schroeder streets		100 00		100 00
Shelling Ferry Bar road		103 30		103 30
Tunnel in Calhoun street		10,340 00		10,340 00
" " Druid Hill avenue. Assessment Paid on account.... $13,430 50				
" " Druid Hill avenue, paid on Account..... 135 00		13,295 50		13,295 50
" " Ann Street		16,802 00		16,802 00
" " Oliver street		8,449 50		8,449 50
Sewer in Fulton avenue		822 96		822 96
" " West street, between Leadenhall and Hanover streets		2,995 00		2,995 00
LaFayette Market		6,491 50		6,491 50
Belair "		1,368 65		1,368 65
Lexington "		3,186 97		3,186 97

TABLE B.—Continued.

ACCOUNTS.	Amounts overdrawn.	Balance of appropt'n.	Amount required for 1872	Total am't required.
Bridge over Jones' Falls at Decker street		22,415 00		22,415 00
" " " " Centre "		2,500 00		2,500 00
Erecting Male and Female Grammar School House, No. 17		4,050 00	332 19	4,382 19
Enclosing Broadway Squares		12,050 00		7,600 00
" Eutaw "		2,252 37		700 00
Abutments for Decker street bridge		527 64		527 64
Sewer in Howard street, from Ostend street to the Spring Gardens		4,000 00		1,841 39
Tunnel in Mulberry street		3,500 00		3,500 00
" in John street		10,000 00		10,000 00
Removing earth from the bed of Hughes street		300 00		300 00
Shelling Point Lane, east of Greenmount Avenue		300 00		300 00
Altering gutters at Charles, Read and other streets		946 26		946 26
Sewer at Mill and Pratt streets		369 99		369 99
Shelling Washington Road		500 00		504 73
Iron plates at Grundy street and Camel alley, Res. No. 210				2,464 57
				$122,457 15

TABLE B—Concluded.

Showing the amount required on the several Accounts named for the year 1872.

ACCOUNTS.	Amount undrawn.	Amount overdrawn.	Amount required.	Total am't required.
Repaving streets	$2,667 48		$2,332 52	$5,000 00
Paving and repaving cross streets		$1,981 64	10,000 00	11,981 64
Repairs of paved streets	7,221 90		55,000 00	62,221 90
" unpaved streets	500 00		500 00	500 00
" Bridges	284 18		6,500 00	6,784 18
" Sewers	984 47		6,500 00	7,484 47
Highways and Bridges		573 20	12,000 00	12,573 20
Lamp pillars and lamps	1,894 65		5,000 00	6,894 65
Repairs of Lamps	814 74		3,000 00	3,814 74
Flag and stepping-stones	1,537 70		12,000 00	13,537 70
Paving in front of city property	417 14		2,000 00	2,417 14
Mount Vernon Squares			150 00	150 00
" " " per resolution, No. 76, '71	300 00		300 00	300 00
Incidentals	168 25		81 75	250 00
Salaries	1,000 00		6,000 00	7,000 00
				$140,909 62

TABLE C.

In compliance with Art. 43, Sec. 75, Baltimore City Code, I beg leave to report that the following streets and alleys were paved, during the year 1871.

NAMES OF STREETS, &c.	No. of sq. ft.	Price per Square foot.	Names of Contractors.
Register street, between Orleans and Jefferson sts.	3,866	8¾c.	P. Schneider & Bro.
McCullough, between North avenue and Wilson streets	76,563	7	Hax & Bayley.
German, bet. Calvert st. and Wine alley	17,140	8	P. M. Holbrook.
Fifty-six feet street, at Richmond Market.	6,400	5¾	John Haugh.
Bolton, between Mosher and Laurens sts.	38,000	7¼	" "
Laurens st., bet. Eutaw and Park Places.	40,000	7¼	" "
Decker, bet. Oliver st. and North avenue.	64,000	8	" "
Barnes, bet. Broadway and Ann sts.	15,000	10	Charles H. Mercer.
Montgomery, bet. William and Johnson.	15,000	9	John B. Hax.
Mount, bet. Fayette and Lexington sts..	13,000	7	Jesse Hay & Sons.
Fort, bet. Light and William street.	12,000	$2 75/100 per front ft.	John B. Hax.
McPhail, bet. Frederick avenue and City limits	15,000	8½	Jesse Hay & Sons.
Calhoun, south of Saratoga street	5,000	6¾	Thomas Murray.

Baltimore, bet. Castle and Chapel streets.	16,000	8½	P. Schneider & Bro.
Penn, bet. King and Pratt streets.....	5,967	8½	" " "
Canton avenue, bet. Burke and Cannon..	13,029	8	" " "
Linden " " Mosher and Presstman street.....	65,000	7¾	Christian Hax.
Hanover, bet. West and Clement.....	27,000	6	John S. Gittings.
Madeira alley, bet. Eastern and Canton Avenues.....	7,260	9½	Smith & Lennan.
Shields alley, bet. Townsend and Mosher	3,978	8½	J. H. Bradey.
Bradford alley, between Canton ave. and Alice Anna street.....	3,600	8	John B. Hax.
Twenty feet alley, from Division to Etting st.....	1,938	7½	John Haugh.
Chase, bet. Harford ave. and Ensor st.....	9,000	8¼	P. M. Holbrook.
Durst alley, bet. Cross and West streets..	4,000	9½	John B. Hax.
Hall alley, bet. Cross and West streets...	4,000	10	" "
	$481,741		

REPAVED.

South st., from Lombard to Baltimore....	25,000	44½	Grahamite Asphalt Pavement Co.
Court House lane, from Calvert to St. Paul street.....	6,700	4 00 p. sq. yd.	Nicholson Pavement Co.
	31,700		

TABLE D.

Showing the Names of Streets under contract for Paving, the number of square feet in each street, and the total number of square feet.

NAMES OF STREETS.	No. square feet.
Clifford street, between Scott and Poppleton streets	12,920
Fulton street, between Cooke and Thompson	55,800
Fulton street, between Franklin and Thompson.	17,580
Ann street, between Barnes street and Belair avenue	40,000
Castle street, between Hamstead and Lombard streets	8,500
Cross street, between Russell and Ridgely	12,900
Cross street, between Perry and Columbia	60,000
Warner street, between Columbia street and Elbow lane	6,000
Block street, between Wills street and the Draw bridge	7,000
West street, between William and Johnson streets	12,000
Canton avenue, between Burke and Cannon streets	13,900
Druid Hill avenue, between Wilson street and North avenue	83,000
Madeira alley, between Lombard and Gough streets	10,000
Duncan alley, between Gough and Pratt streets.	6,500
Claret alley, between Cross and West streets	4,000
Chestnut alley, between Hamburg and Cross streets	3,960
	$ 354,060

TABLE E.

The following statement will show the amount of superficial feet of paving done in 1871 :

Number of superficial feet of paving to December 31st, 1870	30,175,792
Number of superficial feet of paving during 1870	481,741
Total amount of superficial feet	30,657,533

TABLE F.

Statement exhibiting the revenue received in the Department of the City Commissioner, during the fiscal year, ending October 31st, 1871.

Permits for frame sheds, awning flaps, signs, &c.	$1,450 43
Permits for bay windows	300 00
Permits for steam engines and boilers	250 00
Permits for vaults areas and sewers	1,413 73
Establishments of grades and boundaries	160 00
	$3,574 16

DRUID HILL PARK
including the
DRUID LAKE
of the WATER BOARD and
THEIR CONTIGUOUS PROPERTY.
Oct. 31st 1871

WOODBERRY
TEMPEST HILL
Northern Central R R
Bridle Road
The Mason property 9 acres
Quarry
Spring
East Avenue
The ESPLANADE
The Drive
Druid Lake Avenue
German Burying ground 4.2 acres
Pump H.
Mountain pass
Watering place for horses
Tempest Hill road
Spring
Ice H.
The springlake road
SPRING LAKE
Silver spring road
SILVER SPRING
East approach
SOUTH LAWN
DRUID HILL
Reservoir
Fountain
Summer House
Walk
Spring
Druid Lake Avenue
The Drive
Druid Lake Avenue
Walk
Spring
Pavilion
Walk
Drive
Sewall Tr
MAIN ENTRANCE
Gate keeper's Lodge
Madison Av extended
Madison Av
Park Railway
Chauncey Brooks
Horn
Callow
Road
N. C. R. R. Co.
Sewall's Tower
DRUID LAKE
NORTH ENTRANCE
The Drive
THE FOREST
The Forest road
THE PINES
The Philosopher's Walk
THE WILDERNESS
The Drive
CROW'S NEST
The Crow's nest road
THE CEDARS
The Crow's nest road
THE GARRETT BRIDGE
Spring
Rogers' H.
THE CENTINELS
THE THICKETS
The King on the Woods
The Drive
THE DELL
Beechtree road
Reservoir road
West approach
South approach
WEST LAWN
SALTING POND
ROTUNDA
EDMUND'S WELL
Colored Grave Yard
The dog woods
The Promenade
The Drive
The West road
The Quarry road
PROSPECT HILL
The Drive
The Drive
Chinese Sta
Farm buildings
Green H.
Seven Oaks
The North road
HIGH SERVICE RESERVOIR
The Drive
WHITRIDGE
J. M. OREM
Supt
WEST ENTRANCE.
Relay Turnpike
Pennsylvania Av
NORTH
Scale 1 5000
Feet

ANNUAL REPORT

OF THE

Park Commission,

TO THE

Mayor and City Council of Baltimore,

From January 1st to October 31st, 1871.

REPORT.

OFFICE OF THE PUBLIC PARK COMMISSION,
October 31st, 1871.

To the Honorable the Mayor
and City Council of Baltimore:

The Public Park Commission present respectfully their Twelfth Annual Report.

Heretofore the Commission have been in the habit of making their annual report so as to include the twelve months of each current year. Now, however, in accordance with the notice of the Mayor to that effect, the report for the current year will include the ten months only, up to the 31st of October, which will be, of course, the starting point of the reports hereafter.

DRUID HILL PARK.

Much work has been done at this park during the last ten months, and a larger force has been employed than at any time previous. The connection of the drive with the avenue that the Water Board had completed around Druid Lake, suggested several changes, involving considerable labor, from the northern extremity of Swann avenue towards Spring Lake. The grade of the drive where it crosses the rivulet from the skating pond has been considerably raised, and the width of the drive between the rivulet and Swann avenue increased in width. Druid Lake Avenue was completed to

the north of the Lake, and much work done in filling the great gravel pits excavated during the construction of the Lake, and smoothing and bringing into shape the surface of the ground in a portion of the Park that had become attractive to the public. A new road has been completed in the north west section of the Park, made necessary by the construction of the new, or upper reservoir; and an entirely new road is in progress of construction in the eastern section, which when completed will throw open to the public a portion of the domain of singular beauty. The work here referred to, generally, as having been done during the last ten months in connection with the roads of the Park, will be described in detail in the Engineer's Report.

THE APPROACH FROM MADISON AVENUE.

This is still imperfect, and will probably remain so until the litigation which the condemnation of a portion of the property required to widen it at its southern extremity, next to North avenue, shall have terminated, or existing difficulties shall have been obviated by the action of the county authorities.

LAND TO BE OBTAINED WITHIN THE PARK.

Early during last spring, the members of the City Council were invited to visit Druid Hill Park to receive upon the spot the explanations that the Commission desired to make with reference to the land within the limits of the Park belonging to others than the city, as well as in regard to certain improvements for farm purposes, and an extension of the water supply. The opportunity was taken on this occasion to show the members of the Council the use that had been made of the Fort near the main entrance in connection with the improvement of the Park.

The result of this visit was the passage of resolutions au-

thorizing the condemnation of the property not owned by the city, an appropriation of $11,000 00 for the erection of farm buildings, and $10,000 00 for the water extension. It was the unanimous opinion of all who visited the Park on this occasion that the retention of the Fort, coupled with the improvements near it, had been eminently judicious. The Commission, are able to say that the farm buildings and the water extension have been completed within the appropriation of the Council.

Since the last report, however, it has been ascertained that more land than was then supposed to be in outside hands, within the limits of the Park, has yet to be obtained by purchase or condemnation.

Among the original purchases was a lot near the German burying ground of seven acres and three roods, purchased from Hugh Gelston at $700 00 an acre. The title to this, submitted to the Counsellor of the city, was found, on its face, to be unexceptionable. A link in the chain, however, was a will duly admitted to probate and apparently all sufficient to pass a title, but which was alleged to be a forgery, and of course void for all purposes. This was found to be the fact at the trial before the Circuit Court of Baltimore County; but, inasmuch as Mr. Gelston and the city had enjoyed an adverse possession for upwards of twenty years, this was held to protect the latter against all claimants whose rights were not saved by their minority, so that, in fact, the city was held to be responsible for but four-sevenths of the property. An appeal has been taken to the Court of Appeals. What the result here may be, is doubtful; the Commission however think it prudent to look at the case in its worst aspect. Since the passage of the ordinance authorizing condemnation the Commission have endeavored to ascertain the views of the holders of the German burying-ground, and Mr. Presstman, looking to a purchase of their respective properties, but regret to say that the amounts asked seem to leave no alternative but condemnation, which it is proposed to proceed with at an early date.

THE PARK RAILWAY.

The completion of the connection between the Madison and Pennsylvania avenue routes of the City Passenger Railway, has relieved the Commision from the necessity of maintaining their track on North avenue ; and the public in consequence are relieved from the nuisance of steam on this important highway. The buildings connected with the Park Railway for the shelter of cars and engines have been removed to the junction of Lawson's lane with North avenue, and the Park has been freed from an unsightly incumbrance as well as a dangerous one, owing to the immediate proximity of the farm buildings.

UPPER RESERVOIR.

The exigences of the north-western portion of the city in regard to water having induced the Water Board to determine to construct a reservoir at an elevation sufficiently high to meet all reasonable demands, the Water Board applied to the Commission with a view of ascertaining whether the city, without going beyond the limits of its own property, did not already possess a site of sufficient elevation in Druid Hill Park ; and after a very full and careful investigation a spot was selected in the north-western angle of the Park suitable for the purpose, and on which it was believed that the proposed works could be erected, without materially interfering with the convenience or picturesque of the Park. There can be no question that the Park Commission would have much preferred that the Water Board had been able to find a spot outside the Park equally suited to their purposes, for there can be little doubt that the new construction will contribute nothing to the beauty of that portion of the Park in which it is situated. Taking all things, however, into consideration, and looking upon the Water Board and the Park Com-

mission as being equally interested in the concerns of a common principal, the City of Baltimore, the Commission, after stipulating with the Water Board for the supply of water for park purposes from the new reservoir, and the construction of the roads whose location had to be changed, assented to the work, which is now being pushed rapidly to completion.

The value of the permission thus given to the Water Board might very fairly be charged to it in dollars and cents, and a credit to the same amount be claimed from the resources of the latter for Park purposes. The common interest, however, already referred to, has rendered this unnecessary; and the matter is now mentioned only in proof of the harmonious co-operation of the Commission and the Board in a matter of much interest to the City.

PATTERSON PARK.

In addition to the improvements mentioned in the last report, the Commission have erected a building for the sale of refreshments, as well as the convenience of visitors, and have also provided, in anticipation of the coming winter, better accommodations than have heretofore been had for the use of visitors at the skating pond. The Commission refer to what they stated in their last report looking to the extension of the Park.

BATTERY SQUARE.

By a resolution of your Honorable Body, the Park Commission were authorized to enlarge Battery Square, within certain bounds indicated in the plat referred to, and extending southerly to the Patapsco, provided, however, that the cost of the proposed addition was not to exceed $100,000 00.

The Commission entered at once into a negotiation with the proprietors of the land that would be required for the

proposed enlargement, and ascertained that the price demanded was $325,000, exclusive of an avenue of 100 feet in width, by which the Park was to be surrounded; inasmuch, however, as the proposed addition was intersected by the Locust Point Branch of the Baltimore and Ohio Railroad, which, if made the southern boundary, would effect in a great degree the object which the projectors of enlargement had in view, to wit: the extended landscape in the direction of the bay. The Commission ascertained the price demanded for this, to wit: $135,000, a sum also in excess of the Council's appropriation. With no power, to proceed in carrying out the ordinance, all the Commission could do was to make a special report to your Honorable Body, a copy of which will be found in the appendix.

PLANS FOR THE ENSUING YEAR.

Those suggested in the last report have as already stated been carried out, so far as the farm buildings and the water extention are concerned. Those still to be perfected are the purchase or condemnation of the lots of outside parties already referred to, and the completion of roads already commenced, the construction of new ones, and the maintenance of the whole in perfect order.

The Commission propose during the coming year to erect a suitable residence for the Engineer and General Superintendent, which shall not only furnish him with accommodation and conveniences which have long been required, but which will add, in their architectural beauty, to the adornment of the Park. Nothing but narrow means has prevented this from being done long before. Its necessity, however, permits no further postponement.

CITY OFFICE.

The enlarged operations of the Commission and the in-

convenience to which all having business with it were subjected in being compelled to go the office at the Park, as well as the importance of a place where the Commission could meet, and where many of their papers could be kept, without trespassing upon the private office of the Mayor, made it prorer that the Commission should open an office in the city for the transaction of its business. When the City Hall shall be completed, accommodation will, doubtless, be provided for the Public Park Commission three ; in the meanwhile the office of the Board is at No. 42 St Paul street.

NEW COMMISSIONER.

The resignation of Mr. Ramsey ,since the date of the last report, having created a vacancy, it has been filled by the election, ratified by your Honorable Body, of James Webb, Esq.

Appended hereto will be found report on Battery Square.

2. Report of General Superintendent.
3. Balance Sheet of Druid Hill Park.
4. Balance Sheet of Patterson Park.
5. Receipts and expenditures of Druid Hill Park.
6. Comparative Statement.
7. Number of Visitors.
8. List of Employees.
9. Inventory.

All of which is respectfully submitted.

ROBERT T. BANKS, *Chairman.*
T. SWANN,
JNO. H. B. LATROBE,
WILLIAM E. HOOPER,
LOUIS MCLANE,
JAS. WEBB.

ENGINEER'S REPORT.

DRUID HILL PARK,
October 31st, 1871.

To the Public Park Commission:

GENTLEMEN:

The Ninth Annual Report of my services as Engineer and General Superintendent is respectfully submitted, as follows:

During the first months of the year a moderate force of workingmen was employed in the usual way, followed for years and required by local circumstances. Cutting out dead trees and limbs, grubbing and burning brush, mauling and cording wood, hauling wood and stumps, cleaning snow from Skating Pond and Park Buildings, hauling manure to compost pile, cleaning drains, repairing roads and walks, are amongst the items of winter-work which was carried on towards spring, with the additional work of leaf-raking and cleaning up generally.

With the beginning of spring new work of construction was laid out and pushed on with increased forces. The approach to the new Lake Avenue from existing park roads, which in former years answered their purpose, but were now considered too narrow, was widened and graded in accordance with the Lake Avenue (of last year's description,) so that one road may be considered a continuation of the other. This improvement began at the head of "Swann Avenue," and passing the head of Druid Lake, joined the south and east approach to the Mansion, together with the Druid Lake Avenue. The finishing and grading of the latter was subse-

quently taken up again and completed by the end of the year, whilst at the same time other work in different sections of the park was going on.

There was a great deal of work to be done at this avenue on account of an old extensive gravel pit (in the vicinity of the Lutheran Burial Ground) which had to be filled up, and the high steep banks of a late gravel pit, originated from the construction of Druid Lake, which had to be sloped down and brought into shape.

In conformity with the location of this Avenue, and the dead level road around the Lake, the Water Board has performed a great amount of work by grading and shaping up the irregular grounds around the Lake, and there is little left to be done by the Park Commission, who, by agreement, will take charge of these surroundings in the way of ornamentation. In this direction we have already constructed a handsome pavillion on the west side of the Lake, and walks leading to and from this structure have been graded. One of these walks (that leading to the head of the lake) had to cross an excavation of a former road which had to be obliterated. The filling material for this purpose was close at hand and consisted of an old embankment, which was part of a road leading to the dam of a former ice-pond in the vicinity of the head of the Lake. In leveling off this embankment and fiilling up that excavation, the irregular surface of the ground in that neighborhood was put in proper shape.

An approach to the Lake road from near the main entrance was constructed after a careful study for an easy grade and a graceful curvature. You also instructed me to locate a road over the extensive and unimproved grounds north and east of Druid Lake, as it would develope some beautiful scenery, at the present shut out of view of Park visitors. The consequent studies and location of such a road showed the practicability and great usefulness of the improvement, and the final location was examined and approved by you. A

serpentine line around hills and ravines, with the easiest possible grades, and some very interesting views, will be the character of this proposed improvement. Preparations for its construction have already been made, and the light nature of the work promises its completion by next spring or summer.

In June, the foundation work for the new farm buildings was commenced with a small force of park laborers, by making preliminary excavations and embankments which enabled the contractor of the buildings to go on with the construction of his work. This was finished in the fall of the year to your fullest satisfaction. The remaining work of grading around the buildings, the approaching roads and walks, were executed immediately after the mechanics had left their work ; a large area of sod procured from the opening of a new road to be built in connection with the new Reservoir in the western section of the park, was laid over the graded surface of the ground around the buildings ; the unsightly Dummy shed of temporary construction was removed to the park lot joining the north Avenue of the city. Here the question arose, whether the foundation of the shed should be a solid embankment or a trestle-work. The high embankment of the Avenue and an expensive sewer required along the park railway had, in former years, decided in favor of a trestle-work of 200 feet length. At the first sight it appeared that a similar structure would be required for the foundation of the shed, but on reflecting that this trestle-work had a rise of 3 feet to the Avenue, and that there was no necessity of joining the shed with the level of the Avenue, it was concluded that a dead level for the shed would save an elevation of 3 feet, and that an embankment on the low ground would possibly cost less than a trestle-work. The subsequent levels taken on the ground, and a calculation of quantities showed, in fact, that an embankment would cost little over $200, whilst a trestle-work would have cost about $1,000.

This embankment of only 10 feet was carried out by contract, and the shed erected over it. The old lumber of the shed had been used in the new position, with little additional new timber, as the structure was considered of a temporary character. A substantial and elaborate building did not seem to be advisable, as efforts of Passenger Railway Companies seem to be made to extend their routes to the limits of the Park, which might eventually relieve the Park Commission from the burden of running steam-cars at present.

The selection of the elevated ground in the western corner of the Park for a high-service Reservoir, as a part of the city water-works, necessitated the change of some roads to avoid sacrificing some valuable features in the scenery. The ground covered by the new reservoir will be upwards of 8 acres (including the slopes for embankments.) The roads were to be adapted to the construction of the reservoir, and their location and construction were naturally left to the Park Commission, whilst the Water Board offered to bear the expenses of them.

One of those roads, about one-fourth of a mile long, passing along the south side of the reservoir and leading to Green Spring Avenue, has been graded and finished in the fall of the year, and has done already great service during the Pimlico cattle-show. The other road on the west side of the reservoir, connecting the forestroad leading to "the Dell," is in progress of construction and may be finished during this winter.

An important improvement has been accomplished, during the summer, in the laying of water pipes along the principal roads in the park, and the employment of more water carts for the efficient laying of dust. Though the work began rather late in the season, its great benefit has been felt even in its incompleted condition, some hydrants having been made available at an early period. About 20,000 feet of iron pipe

has been laid at a cost of about $10,000, with suitable hydrants (valves) at distances averaging 1,000 feet apart, based on the experience that a watering cart will be filled and emptied at that distance without loss of time. When diverging drain-pipes were required, their ends were not allowed to meet again or approach each other nearer than 1,000 feet. In this way several thousand feet of pipe were saved.

There are more pipes projected to be laid when the new reservoir shall be finished, as they could be fed, easier directly from this instead of pumping the water to the higher elevation of the small reservoir which at present supplies our fountains and watering pipes. It is understood that in future the Water Board will do the pumping for the Park after their new reservoir is completed. This would require the insertion of a branch pipe in their pumping system, in connection with our small reservoir, which cannot be dispensed with on account of its high elevation required for the fountains, whilst the level of the new reservoir may be considered sufficient to supply the largest portion of the pipes laid and to be laid for irrigating purposes ,for which the water may be drawn directly from the new reservoir with less expense.

A small gang of laborers who graded the walks and ground at the pavilion between Swann Avenue and Druid Lake, was almost exclusively employed in grading new and finishing old walks in other directions of the Park, so, for instance, a new walk from the spring above Garrett's Bridge to Crow's Nest, a branch walk through No. 6 Grove, leading to the "Clipper Gate," have been graded and partially graveled; other walks have been studied and are contemplated to be opened to the pedestrians at an early period.

The trimming of the borders of drives and walks has constantly been attended to under the superintendence of the gardener. Weeds and sedge-grass had been removed from the lawns to some extent. Top-dressing of portions of the lawns was also attended to. The ploughed ground from last year's commencement of improving the western section of the Park was thoroughly leveled and set in grass.

In making repairs of roads, and graveling new ones, the original cheap way of procuring gravel and decomposed rock from park quarters was still adhered to. This enabled us, with a comparatively small working force, to finish large stretches of roads and walks in a very short time. Though the condition of such roads cannot be compared with the expensive roads of the New York parks, they have stood very well and given general satisfaction. It has been said that such expensive roads of the hardest material and the heaviest foundation would be the cheapest *in the end.* But when (according to the last annual report of the New York Park Commission) the repairing and cleaning of roads and walks (in the Central Park) has cost (in one year) $92,377 77, it cannot be denied that roads even of the best quality require care and attention. As long as there are new roads and walks to be made, and funds are limited, I believe the best plan is to go on with the new work in the old way, and give to the public more roads and walks, so that the beautiful grounds of the park may be more developed and enjoyed at an earlier period. After this, the roads may be improved in hardness by the application of a few inches of good material to be spread and rolled on the surface of the roads. This is all that is required for a good Park drive.

The various kinds of work going on in many directions of the Park kept me very busy during the whole year; surveying, drawing, sketching, studying locations and grades, setting grade-stakes and laying out work generally for about five gangs employed in different locations, I was able to do without any engineering assistance. The hands and hired carts under the able management of Mr. Smith had to be divided according to circumstances, and often changed from one place to another. Great assistance in the performance of my various duties has been rendered by the indefatigable Capt. Cassell, who, besides the faithful execution of his police duties, could always find time to attend to many things entrusted to him by you and me.

In Patterson Park some improvements were made by constructing and changing walks in accordance with the location of a refreshment saloon erected early in summer. The small force of laborers was principally engaged in repairing and keeping up the place.

A map of Druid Hill Park, showing the progress of the work up to the 31st of October, 1871, is enclosed.

All of which is respectfully submitted.

AUG. FAUL,

Eng'r and Gen'l Sup't.

Balance Sheet Druid Hill Park, Fiscal Year ending 31st October, 1871.

	Dr.	Cr.
Profit and loss	$752,941 70	
City Passenger Railway Co.		886,931 84
Gate near main entrance	30,078 42	
Mansion house	17,599 72	
Garrett bridge	4,258 82	
Park stock		511,323 75
Park purchase	533,142 82	
Park improvement stock		185,723 80
Railway and stations	58,063 87	
City Register	199,118 49	
First National Bank of Baltimore	113 88	
York Road Railway Co		19,671 58
New dwelling, barn, &c.	8,333 75	
	$1,603,650 97	$1,603,650 97

Balance Sheet Patterson Park, October 31st, 1871.

	Dr.	Cr.
Park purchase	$42,642 50	
Park Stock		$42,642 50
Interest	42,580 50	
Pavilion	2,277 35	
Fines		65
Sinking fund	4,905 92	
Refreshment saloon		69
Special appropriation		18,682 17
Sundry sales		826 35
City Register		116,701 15
New gateway	8,682 17	
Improvements	35,825 59	
Stock house	2,511 25	
Expense	39,560 89	
	$178,986 17	$178,986 17

Receipts and Expenditures of Patterson Park, Fiscal Year ending October 31st, 1871.

	Dr.	Cr.
Interest	8,333 41	
Improvements	4,221 81	
Expense	5,216 29	
Cr. By Fines		$30 00
" Sundry sales		
" Rent of refreshment saloon		83 25 69 00
	$17,771 51	$182 25
Deduct	182 25	
	$17,589 26	

Receipts and Expenditures Druid Hill Park, Fiscal Year ending October 31st, 1871.

	Dr.	Cr.
Interest	$33,333 79	
Branch Road	1,727 50	
Druid Lake Road	2,317 75	
Spring lake fountain	636 10	
Park railway	4,833 26	
Farm	931 68	
Reservoir and water works.	1,092 02	
Engineering	1,659 78	
Police	992 01	
Expense	20,715 24	
Watering roads	694 26	
Madison avenue expense	1,500 00	
Maintenance	10,215 57	
Repairs of roads and walks	4,172 50	
New dwelling, barn, &c.	8,333 75	
Reservoir road	1,614 25	
Laying pipes	6,500 00	
	101,269 46	
Add Patterson Park	17,589 26	
	118,858 72	
Cr. By City Passenger Railway Co.		$130,306 52
" Rent of pavilion		1,000 00
" Fines		280 00

Receipts and Expenditures Druid Hill Park, Fiscal Year ending October 31st, 1871—Continued.

	Dr.	Cr.
Cr. by Park railway		$4,817 23
" Sundry sales		325 30
" Sale of sheep		43 86
" York Road Railway Company		3,367 89
" Boats		300 00
" Balance 1st Jan. '71		21,045 34
		161,486 14
Deduct		118,858 72
Due Park Board		$42,627 42

D. Rayhice,
Secretary and Treasurer.

COMPARATIVE STATEMENT.

Receipts.	1869.	1870.	1871.
Gross receipts of City Passenger Railway for fiscal year ending October 31st, 1871. Less Sinking fund	$88,188 80	$98,254 02	$130,306 52
Deduct interest on Park Stock, as per Register's Acct.	25,000 00	25,000 00	33,333 79
	63,188 58	73,253 70	96,972 72
Receipt of York Road Railway	11,046 44	2,757 04	3,367 89
Remaining for Park purposes	74,235 02	76,010 74	100,340 61
Of which one-fifth goes to Patterson Park	9,279 37	9,501 34	20,068 12
And balance to Druid Hill Park	64,955 65	66,509 40	80,272 49
Add resources peculiar to Druid Hill Park;			
Sundry Sales	1,219 16	453 87	325 30
Rent of Pavillion	845 00	666 00	1,000 00
Fines	175 00	125 00	280 00
Park Railing	4,680 32	5,370 20	4,817 23

Sale of sheep			102 76	43 86
Boats			387 71	300 00
		71,875 13	73,615 59	87,038 88
Additional revenue peculiar to Patterson Park		258 31	232 90	182 25
Patterson Park, one-fifth of general revenue		9,279 37	9,501 34	20,068 12
Total applicable to both Parks		81,412 80	83,349 83	107,289 25
EXPENDITURES.				
Labor and materials, up to October 31st.	Druid Hill Park	58,360 49	68,628 32	67,935 67
Labor and materials, up to October 31st.	Patterson Park	14,441 28	8,886 45	9,438 10

Visitors to Druid Hill Park during 1871—*Main Entrance.*

Month.	Double Carriages.	Single Carriages.	Pedestrians.	Horsemen.
January	1,205	2,228	3,967	420
February	868	1,469	3,528	270
March	2,190	3,298	6,839	646
April	3,719	5,705	14,611	1,082
May	5,178	9,481	15,961	1,883
June	5,256	10,746	16,026	1,499
July	3,533	9,633	28,034	826
August	3,732	9,184	13,495	870
September	4,334	8,535	11,930	986
October	5,125	8,705	12,187	1,207
	35,140	68,984	126,578	9,689
Single Carriages	68,984			
Total Carriages	104,124			

Visitors by Reisterstown Entrance.

Month.	Double Carriages.	Single Carriages.	Pedestrians	Horsemen
January	222	625	859	158
February	193	474	525	141
March	418	924	957	265
April	722	1,346	1,233	442
May	1,100	2,239	1,715	635
June	1,303	2,580	2,329	848
July	2,225	2,819	3,767	1,368
August	1,080	2,986	405	900
September	1,721	2,340	3,890	552
October	2,750	3,592	3,975	577
	11,734	19,925	19,655	5,886
Single Carriages	19,925			
Total Carriages	31,659			

Passengers by Park Railway 72,180

LIST OF EMPLOYEES.

DRUID HILL PARK, *October* 31, 1871.

To the Public Park Commissioners:

GENTLEMEN:

The following are the names of the employees of Druid Hill and Patterson Parks, with their compensation and occupation:

Aug. Faul, General Superintendent and Engineer	$2,000 00	per annum.	
Wm. H. Cassell, Deputy Sheriff and Superintendent of Park Police	1,200 00	"	"
D. Rahice, Secretary and Treasurer	900 00	"	"
David Smith, in charge of laborers	18 00	per week.	
John Dietrich, gardener	12 00	"	"
J. M. Hooper, carpenter	2 25	"	day.
Thos. Roe, gate-keeper, main entrance	12 00	"	week.
James Hinton, watchman	10 00	"	"
George Bryan, hostler	10 00	"	"
A. Hutchins, gate-keeper, Woodberry gate	7 00	"	"
H. Fryer, gate-keeper, Reisterstown road entrance	6 00	"	"
Laborers employed during the year averaged sixty	1 50	"	day.
Two drivers	5 00	"	week.
Fifteen hired carts	2 50	"	day.
Two Park carts and horses			

PATTERSON PARK.

Jas. R. Conway, in charge of laborers..	$200 00	per annum.	
Selar Barton, gatekeeper.....	300 00	"	"
Laborers, from ten to fifteen.....	1 50	"	day.
One cart.....	3 00	"	"

D. RAYHICE,

Sec. and Treas.

An Inventory of Property at Druid Hill Park, Oct. 31, 1871.

Bouldin's Plot of Druid Hill Park with case.
2 Topographical maps of Druid Hill Park.
1 Topographical map of Patterson Park.
Map and profile for Terrace at Pavilion.
4 sheets map of Druid Hill Park.
Some sheets of drawing paper.

OFFICE DEPARTMENT.

1 oak desk.
1 pine desk.
1 cane seat rotary chair.
1 dozen cane seat arm chairs.
1 large oak table.
1 pitcher and wash bowl.
2 spittoons.
1 walnut wash stand and looking glass.
1 painted bucket.
2 student lamps.
2 stoves.

TOOLS, IMPLEMENNTS AND FARMING UTENSILS.

7 setts of cart gears.
3 carts, 6 pair of hames.
5 water carts, 1 wagon saddle.
1 wagon and 1 jagger wagon.
dray and night cart, 1 saddle and bridle.
2 single and 1 double sett of wagon gears.
mowing machine.
4 lawn mowers.
8 tool boxes.
2 plows.
2 drag harrows.
straw cutting machine.

1 snow plow.
25 picks.
81 spades.
34 long handle shovels.
25 handles for shovels.
1 sand screen.
1 pair of shears.
2 patent sod cutters.
2 half moon knives.
4 saws to trim trees.
1 block and tackle.
9 scythes and 5 sneads.
1 force pump.
5 tree forks.
2 watering pots.
1 brier scythe.
4 garden reels.
2 cespool hooks.
1 garden plow.
1 lot of old canvass.
2 pair of double swingletrees.
1 hay knife.
2 pair of lead chains.
9 axes, 2 grindstones.
2 hand axes.
2 mauls and 4 wedges.
1 peck measure.
1 half bushel measure.
3 locks for feed room.
lot of curry combs and brushes.
1 cross cut saw.
18 wheelbarrows.
12 hay forks.
10 small stone hammers.
2 rollers.
8 buckets.

1 monkey wrench.
4 crowbars.
1 handbarrow.
1 scow.
10 halters.
20 mattocks.
3 scoops.
6 reflecting lanterns.
2 feed boxes.
12 snow shovels.
12 snow brooms.
1 large stable lantern.
1 clock in stable.

LIVE STOCK.

6 horses.
200 deer.
11 wild geese.
42 sheep.
8 cashmere goats.
2 Egyptian geese.
5 pea fowls.
1 guinea hen.

PARK RAILWAY.

1 traction engine and 3 cars.
1 dummy car.
2 jackscrews.
set of railroad tools.
2 barrels of oil.
3 oil cans.
4 lanterns.
2 sets of stock and dies.
lot of old castings and rails.

An Inventory of Property at Patterson Park, Oct. 31, 1871.

TOOLS AND IMPLEMENTS.

1 roller.
10 long shovels.
7 mattocks.
15 picks.
7 spades.
2 crowbars.
4 wheelbarrows.
2 garden reels.
1 grindstone.
1 axe.
5 iron rakes.
6 snow rakes.
2 water buckets.
4 watering pots.
2 oil cans.
2 ladders.
3 saws.
1 boat.
3 stoves.
2 jets and 2 iron keys for fountain.
8 lamps.
2 reflecting lamps.
1 pump for fountain.
10 padlocks and keys.
1 tool box.
22 music stands and 24 music stools.
100 settees.
a few carpenter's tools.
3 hay forks.
5 hay rakes.
10 gasoline lamps.

2 cans for gasoline lamps.
3 mowing scythes.
100 feet of hose.
A lot of chains.
1 pair of sheep shears.
2 hand lawn mowers.

LIVE STOCK.

1 swan.
6 pea fowls.
6 guinea-fowls.
8 Chinese geese.
12 wild geese.

ANNUAL REPORT

OF THE

COMMISSIONERS FOR OPENING STREETS,

TO THE

MAYOR AND CITY COUNCIL OF BALTIMORE,

For the year ending October 31st, 1871.

REPORT.

OFFICE OF THE COMMISSIONERS FOR OPENING STREETS,
Baltimore, December, 1871.

To the Honorable the Mayor and
City Council of Baltimore:

GENTLEMEN:

The Commissioners for Opening Streets beg, respectfully, to submit their Fourth Annual Report for the fiscal year commencing January 1st, 1871, and ending October 31st, 1871.

The Commissioners have, during the above named period, completed the assessments of damages and benefits, and have made a final return to the Register of Baltimore City, upon the subjoined list of streets and alleys opened, closed, and widened, and also assessments for the construction of several sewers, as per ordinances of your honorable body.

STREETS OPENED.

Albemarle street, from Plowman street to Baltimore street.
Calhoun street, from Presstman street to Cumberland street.
Clagett street, from Lawrence street to Stewart street.
John street, from Greenmount avenue to Belvidere road.
McElderry street, from Broadway to Register street.
Schroeder street, from Franklin street to Adams street.
Sixty feet street, from Gilmor street to Fulton street.
Thompson street, from Fremont street to Republican street.
Wells street, from Jackson street to Clagett street.

STREETS CLOSED.

Liberty road, from Gilmor street to Fulton street.

ALLEYS OPENED.

An alley 12 feet wide, to north side of Orleans street, between Broadway and Register street.

An alley 15 feet wide, north of Baltimore street, between Broadway and Register street.

ALLEYS CLOSED.

An alley 20 feet wide, from Carey street to Stockton alley, between Adams street and Thompson street.

SEWERS.

Sewer from Oliver street and Decker street to Jones' Falls.

The first return was made on this sewer in November, 1870 pending its final disposition by the Commissioners, the ordinance was repealed by your honorable body, and an appropriation made, and its construction placed directly in the hands of the City Commissioner.

Sewer from McMechen street and John street to Dickson alley.

The ordinance empowering the Commissioners to assess benefits for the construction of this sewer has also been repealed by your honorable body, and the same disposition made of it as was done in the case of the Decker street sewer.

Appeals have been taken to the Courts of competent jurisdiction from the decision of the Commissioners on the following streets:

Calhoun street, opening from Presstman street to Cumberland street.

McElderry street, opening from Broadway to Register street.

An alley 20 feet wide, from German street to Lombard street, between Hanover street and Sharp street.

These cases have not yet been reached, but the Commissioners have no doubt they will be disposed of during the January term of the Court.

An injunction has been issued by the Circuit Court, at the instance of several citizens, restraining the City Collector from collecting the assessments in the opening of Albemarle street, but no further legal proceedings have yet been had, and the result, therefore, cannot, at this time, be reported.

The ordinance closing the Liberty road, and opening in lieu thereof a street sixty feet in width, to be called Presstman street, located 256 feet south of Baker street, between Gilmor street and Fulton street, has been repealed by your honorable body, at least so much thereof as relates to the opening of said sixty feet street; and another ordinance has been enacted by which the Commissioners are authorized to open Presstman street, as laid down on Poppleton's plat, between Gilmor street and Monroe street.

The Commissioners also report the following list of streets and alleys in process of opening, and sewers in process of construction, which will be disposed of as rapidly as circumstances will permit:

STREETS IN PROCESS OF OPENING.

Arlington avenue, from Mulberry street to Franklin street.
Charles street, from West street to Hammond street.
Dolphin street, from Pennsylvania ave. to Chatsworth street.
Eager street, from Gay street to Bond street.
Gist street, from Baltimore street to Monument street.
Mount street, from Baltimore street to Fayette street.
Oliver street, from Belair avenue to Mine Bank lane.

Orleans street, from Chester street to Patuxent street.
Presstman street, from Gilmor street to Monroe street.
Register street, from Lancaster street to Thames street.
Sterrett street, from Ramsay street to Columbia street.
Stricker street, from Mulberry street to Harlem Square.
Thompson street, from Friendship street to Forrest street.
West street, from Scott street to Ridgely street.

STREETS IN PROCESS OF WIDENING.

Eutaw street, from Laurens street to North avenue.
Franklin street, from Green street to Pearl street.

STREETS IN PROCESS OF CLOSING.

Ann street, from Jefferson street to Monument street.
Durham street, from Jefferson street to Monument street.
McElderry street, from Register street to Wolfe street.
Liberty road, from Fremont street to Stricker street.

ALLEYS IN PROCESS OF OPENING.

Hargrove alley, from Chase street to Eager street.
Madeira alley, from Pratt street to Lombard street.

SEWERS IN PROCESS OF CONSTRUCTION.

A sewer from Scott street to the Upper Spring Gardens.

PUBLIC SQUARES.

A public square bounded on the north by Jones' Falls, on the south by John street, on the east by North street, and on the west by Charles street.

A public square bounded on the north by the southern line of Lanvale street, as laid down on Poppleton's plat, on the south by the northern line of the property owned by the Northern Central Railway Company, on the north side of Jones' Falls, on the east by the west side of North street, as laid down on Poppleton's plat, and on the west by the east side of Charles street.

The ordinance empowering the Commissioners to open Sterrett street the width of sixty-six feet, from Ramsay street to Columbia street, has been repealed by your honorable body. Another ordinance, approved July 12th, 1871, directing the said street to be opened fifty feet wide, for the same distance, is now in process of execution, but as the citizens of that locality have again applied to your honorable body for the repeal of the last named ordinance, the Commissioners, through deference to the future action of the Council, and to save additional expense, have delayed its completion.

The opening of Arlington avenue, the widening of Franklin street, the closing of Ann street, Durham street and McElderry street, and the Liberty road, will be completed and final return made of the same on or before December 31st, 1871.

The ordinance for the opening of Madeira alley, from Lombard street to Pratt street, has been repealed, and the bed of the alley declared a public highway by resolution of the Council, in accordance with Art. 4, Sec. 842, Code of Public Local Laws.

Hargrove alley, from Chase to Eager streets, having been, in 1869, declared a public highway, under a resolution of the Mayor and City Council, by virtue of the same Sec. of Art. 4 of Public Local Laws quoted above, the ordinance for its condemnation is inoperative, the Commissioners, therefore, respectfully recommend its repeal.

The Scott street sewer, (which is designed to turn the waters of Chatsworth run from the Lower into the Upper Spring

Gardens,) for the construction of which $12,000 has been appropriated, and which amount will be entirely consumed in its completion, has been delayed for the purpose of obtaining the consent of the owner of the land, through which the sewer will necessarily pass, to the surrender of the right of way for a nominal sum of damages.

This course has been deemed advisable, as the whole way is owned by one person, and his consent will preclude the necessity of additional appropriations of money, and also prevent litigation, and the various delays attending the trial of sewer cases, and will enable the City Commissioner to complete a very important improvement in a short period.

Respectfully submitted,

JOHN H. WAGGNER,
JOHN T. DURDING,
JAMES R. BUSEY,
Commissioners.

Wm. Tell Bixler, *Clerk.*

THIRTEENTH ANNUAL REPORT

OF THE

BOARD OF FIRE COMMISSIONERS

TO THE

MAYOR AND CITY COUNCIL OF BALTIMORE,

FOR THE

Year Ending October 31, 1871.

Officers of the Fire Department.

Fire Commissioners, (Honorary):

JOHN S. HOGG, PRESIDENT.

EDWIN L. JONES, TREASURER. GEORGE F. THOMPSON

THOMAS W. CAMPBELL. JAMES LOGAN, JR.

Chief Engineer.

HENRY SPILMAN.

Assistant Engineers.

GEORGE W. ELLENDER, JOHN M. HENNICK.

Secretary and Clerk.

GEORGE A. CAMPBELL.

REPORT.

OFFICE BOARD OF FIRE COMMISSIONERS,
Baltimore, November 1st, 1871.

To the Honorable the Mayor and
City Council of Baltimore:

GENTLEMEN:—In presenting for the consideration of your Honorable Body, the Thirteenth Annual Report of the Department under their charge, the members of the Board of Fire Commissioners beg leave to call your attention, and that of our citizens generally, to the remarkable immunity from destructive fires which our city has enjoyed in the past, no less than in the preceding years during which the present Fire Department has been in operation. To whatever sources this immunity is to be traced, there surely exists in the small comparative loss by fire during the past fiscal year, abundant cause for thankfulness to a superintending Providence for this happy exemption. Great, however, as have been the losses in large cities other than our own during the past year, they dwindle into utter insignificance by the side of the recent calamitous disaster in our sister city Chicago, and we will be unfaithful to our trust did we fail to profit to the fullest possible extent by the lesson it teaches. The objective point of a well regulated Fire Department, should be prevention rather than cure, a pail of water promptly used in the in-

cipient stage of a fire, is of more value than a deluge after it has passed beyond control. Thoroughly recognizing the importance of this principle, the Board has labored to keep the limited Department under its control, up to the highest standard of promptness and efficiency, consistent with the means at its disposal. That these means shall be increased and strengthened, the Board respectfully suggests that the Fire Alarm Telgraph be placed under its control. Although no specific cause for complaint exists as to the general management of that Department, under the supervision of the present Superintendent, yet there is little doubt that as the Fire Alarm Telegraph is one of the most important auxiliaries of an efficient Fire Department, it should be placed in our own, as it is in all other large cities, under the direct control of that Department. Where the responsibility rests, it would appear to be proper the authority should exist. Promptness in answering an alarm the Board can readily enforce, whilst it cannot, under the present arrangement, correspondingly enforce promptnesss in giving an alarm.

The Board also respectfully calls the attention of your Honorable Body to the insufficiency in number, and the improper location of a portion of the Telegraphic Alarm Boxes, the last of which could be remedied had the Board the control of such locations. The remedy for the first is with your Honorable Body, and we think is entitled to serious consideration, when it is known that we have less than one-half of such Telegraphic Signal Stations that other cities possess, of much smaller population.

Since our last report, the following changes have been made in the composition of the Board: On the 29th day of April, 1871, Mr. John S. Hogg was appointed by the Mayor to fill the vacancy caused by the resignation of Mr. William Wilson, Jr., and on the 22d day of August, Mr. James Logan, Jr., was appointed by the Mayor to fill the vacancy caused by

the removal of Mr. Emanuel Corbett. Mr. John S. Hogg was elected President of the Board on the 15th day of June, 1871, *vice* Mr. Emanuel Corbett. On the same day, Mr. Henry Spilman was elected Chief Engineer, *vice* General J. W. Watkins, resigned.

The following deaths have occurred among the members of the Department during the year: Daniel H. Cross, Fireman of No. 7 Company, on February 4th. Geo. W. Brady, Engineman No. 4 Company, March 17th, and Charles Geigler, Fireman No. 8 Company, on October 22d.

The total number of actual fires during the ten months, ending October 31st, have been 130, and the losses $475,394, and the Board is satisfied that this comparatively small amount is to be attributed chiefly to the improved discipline of the Department, the lightness and portability of the Engines, and the good supply of water, in the central portions of the city, where is situated its most valuable property, although in many parts of the city, the mains from which the Fire Plugs are supplied, are entirely too small, and in cases such as the disastrous fire on Thames street, in August, 1870, the inefficiency of the supply in a measure tends to paralyze the best efforts of the Department.

The Department now consists of eight Engine and three Hook and Ladder Companies, and one hundred and thirty-nine men, detailed statements of which will found in the accompanying report of the Chief Engineer.

The condition of the Apparatus and Horses is satisfactory, but several of the Houses and Stables, will require alterations to make them complete, estimates of which will be submitted by the Inspector of Public Buildings, under whose supervision such alterations must now be made. On the 8th of March, last, No. 8 Engine Company, was organized and placed in service, and on or about January 1st, 1872, No. 9 Engine Company, the House for which is nearly completed

on the corner of Madison and Register streets, will also be established. The House for No. 10, the last of the Three New Companies, authorized at the December session, 1870, of your Honorable Body, is about being placed under contract, and as early in the coming year as possible, that company will be put in service, the lot purchased for this company is located on Columbia street near Poppleton.

Your Honorable Body will find in our estimates for 1872, the amount of sixty-five hundred dollars for the purchase of the portion of No. 6 Engine House, used by that company as a stable, rent for which has been paid at four hundred and sixteen dollars per annum. This property is now offered for sale at the price above named, and must be sold to close an estate. Should it fall into private hands, the Department might be forced to vacate the entire building, as the necescessary stable-room cannot be had sufficiently near for prompt service.

While desiring at this moment to leave to the wisdom of your Honorable Body the propriety of any considerable increase in the present force of this Department, the Board very respectfully begs to urge upon your consideration, the importance of a Floating Steam Fire Engine Company, for harbor use, as suggested by the Chief Engineer; such a vessel would be able to cover promptly several miles of water front, and in locations, such as as the vicinity of Canton and Locust Point, would not only render valuable service before an engine could possibly arrive, but would for some time to come render it unnecessary to locate a company at those points.

The following Statement shows the Receipts and Disbursements for the year:

RECEIPTS.

Balance on hand January 1st, 1871	$ 7,265 29	
Cash from Register & Comptroller	118,200 00	
" Sale of Horses	362 00	
" Sale of Manure	40 75	
" Fines	450 90	
" Men for Uniforms	1,159 69	
" all other sources	936 29	
		$128,414 92

DISBURSEMENTS.

For January	$ 14,892 20	
" February	15,579 38	
" March	9,879 49	
" April	22,328 43	
" May	4,682 02	
" June	17,022 92	
" July	10,322 28	
" August	10,022 67	
" September	11,127 32	
" October	9,250 68	
		$125,107 39
Balance,		$3,307 53
Balance brought down	$ 3,307 53	
Add bills charged by Jno. Williams, as paid, and found not paid	3,245 15	
Balance which should have been on hand Oct. 31st,		$6,552 68
Balance actually on hand October 31st, consisting as follows:		
Cash on hand	$3,726 92	
Stock in Store Room	366 39	
Defalcation of Jno. Williams	2,459 37	
		$6,552 68

Amount of appropriation for general expenses for 1871	$104,450 00
Amount of special appropriation for the establishment of three new Companies	40,000 00
Total	$144,450 00

Disbursed on account of special appropriation, of $40,000 00

For No. 3 Hook and Ladder Company :—

House and Furniture,	$6,816 00	
Apparatus	2,399 26	
Harness	176 00	
Horses	600 00	
Stable Furniture	50 00	
Tools, &c	150 00	
		$10,191 26

For Engine Company No. 9 :—

Engine	$4,730 28	
Lot and expenses thereon	2,983 50	
		$ 7,713 78

For Engine Company No. 10 :—

Engine	3,030 21

Total disbursement for special appropriation	$20,935 25
Amount of special appropriation yet in hands of Register	19,064 75
	$40,000 00

The amount of Appropriation required for the Expenses of the Department for the year of 1872, *is as follows:*

Salaries, (including No. 9 and 10 Engine Co's.)...	$86,494 00
Harness and Repairs	2,000 00
Washing	1,000 00
Horse Shoeing	900 00
Apparatus Repairs	8,000 00
Fuel	1,800 00
Office Expenses	600 00
Advertising	200 00
Ground Rent	1,200 00
Furniture	3,000 00
Hose	8,000 00
Horses	5,000 00
Oils, Grease, &c	800 00
Apparatus	7,250 00
Medicines	400 00
Insurance	150 00
Stationery and Printing	700 00
Gas	1,800 00
Feed	7,000 00
Water Rent	650 00
Miscellaneous	2,250 00
	$139,194 00
To which must be added balance of appropriation to pay expenses for 1871, to be taken from the Levy of 1872, and not yet drawn from the Register	10,700 00
Also the amount asked for the purchase of the property adjoining No. 6 Engine House	6,500 00
Total	$156,394 00

The increased sum asked for general expenses, as per foregoing estimates, for the ensuing year, is due to the steady increase of the wear and tear of the Apparatus, Hose and Horses, consequent upon the rapid improvement of the city in new buildings and the additional territory to be traversed, coupled with the fact that as the Rolling Stock, Hose and Horses become older, the ratio of repairs is necessarily augmented, a portion of our Stock, Engines and Horses, having been in service since the first formation of the Department in 1859. The increased amount asked for Hose is also partly due to the scarcity of water in the new portions of the city, thereby requiring the laying of longer lines to bring water to bear on a fire in those localities.

In conclusion the Board respectfully request your attention to the vague character of Ordinance, No. 35, of January Session, 1871, the true meaning of which seems difficult to understand. The intention of the same evidently being to provide for the continuance of the salaries of members who are disabled in actual fire service, and yet it seems liable to the additional construction of providing for those becoming sick or disabled at any time, while in the service of the Department, as appointees thereof.

Thanking your Honorable Body and the Joint Standing Committee on Fire Department for their attention to the wants of the Department for the past year, we are very respectfully,

JOHN S. HOGG, *President*,
EDWIN L. JONES,
THOS. W. CAMPBELL,
GEO. F. THOMPSON,
JAS. LOGAN, Jr.,
Board of Fire Commissioners.

Chief Engineer's Report.

REPORT.

OFFICE CHIEF ENGINEER B. C. F. D.,
Baltimore, November 1st, 1871.

To JOHN S. HOGG, Esq., *President*
Board of Fire Commissioners:

SIR: In obedience to the rules and regulations for the government of the Baltimore City Fire Department, I have the honor herewith to submit my Report of the operations and condition of the same for the new fiscal year ending October 31st, 1871, a period of ten months.

Having been elected by your Honorable Body to fill the vacancy caused by the resignation of my respected predecessor, Gen'l J. W. Watkins, I took the oath of office, and entered upon the duties of Chief Engineer, on the 19th of June, 1871.

Keenly appreciating their importance, and fully aware of the great responsibilities of the position to which I had been assigned, I nevertheless assumed the discharge of those duties with a confidence predicated upon my firm reliance upon the discipline and material of the Department turned over to me by my predecessor in office. That reliance, it gives me great pleasure to say, has not been misplaced. To Assistant Engineers Ellender and Hennick, and to the Foremen of the several companies and the men under their command, I am indebted for the successful management of the fires which

have occurred during my term of office, and it gives me yet more pleasure to add, that the small amount of loss by fire during that period, abundantly attests that I have paid the Department no empty compliment. To yourself and the members, both in their official and private capacities, I am also under many obligations.

FIRES.

The oportunities for destructive fires exist in abundance in all our large cities, and are chiefly to be found in the carelessness of construction, the combustible nature of the material used, and the negligence of the occupants of buildings. To these, it is proper to add the eagerness of insurers to obtain premiums without competent surveys, and the consequent facility with which hazardous risks can be covered at moderate rates. This facility begets an indifference to danger from fire, which often leads to deplorable results ; one consequence of which is, that in large cities the most inflammable materials are recklessly heaped up, covered by insurance, and are ready at any moment to spread desolation and death on every side, and to render powerless the best efforts of the best Fire Department which can possibly be devised. In this light, I beg to express the conviction founded on careful observation and many years experience, that as efficient as the present force may be for ordinary service, it is, even with our recent additions, too small to safely provide for the emergency which would exist were two large fires to occur, either simultaneously or immediately in succession. With the additional force which I feel it my duty to suggest, our Department will still be smaller than that of any city in the Union of similar size. I would therefore respectfully recommend the establishment of four more engine companies, and one more Hook and Ladder Company, to be located in such

positions as the Board may deem proper. One of the Engine companies to be organized as a floating company for harbor service. This company would cover the entire water front of the city, and having steam up day and night, and being provided with a powerful pump, sufficient hose, and an unlimited supply of water, would probably save its additional expense in the first large fire it encountered. The whole force would then comprise fourteen Engine and four Hook and Ladder Companies.

The number of alarms during the year ending October 31st, have been 147. Actual fires, 130. False, chimney and test alarms, 17. The gross loss for the ten months ending October 31st, I am enabled through the polite attention of Mr. Chas. T. Holloway, Fire Inspector, to state, is $475,394, of which sum, $241,420 was incurred during the month of May, chiefly by the destructive fire on Sharp street, May 22d. For other statistics, I beg to refer to tables A, B, C, D, E, F.

These statistics call attention to the importance of increased carefulness in the erection and occupation of buildings, and in the facility of access, which should be offered in case of fire. As our warehouses and hotels increase in height, and moderate sized lumber yards, misnamed Mansard roofs, continue to be piled thereon, the loss by fire will inevitably increase. The free use of wooden partitions and stairways, carelessness in leaving trap-doors open, blocking up windows and passage ways with packages of goods, the use of coal oil, storing ashes in wooden vessels, defective construction of hot air furnaces, flues and registers, and many other causes combine to increase the liability of fire, and would seem to call loudly for appropriate legislation to provide for the general safety.

The Pay Roll of the Department, shows a total of one hundred and thirty-nine men, divided and classified as per table G.

Since the last report, the Department has lost by death the

following members. George W. Brady, Engineman, No. 4 Co., March 17th, 1871. D. H. Cross, Fireman, No. 7 Co., February 4th, 1871. Charles Geighler, Fireman, No. 8 Co., October 22d, 1871.

HORSES.

There are at present in the service thirty-eight horses, all of which are in good condition. For the location of which I refer you to table H.

HOSE.

The entire length of hose in use is eight thousand seven hundred and seventy-five feet, most of which is in good order, as per table H.

ENGINES, HOSE CARRIAGES AND HOOK AND LADDER TRUCKS.

There are now in service eight Engines, eight Hose Carriages and three Hook and Ladder Trucks, all in good order, the description of which will be found in tables H and J. Two other Engines have been purchased, one for Engine Co., No. 10, and one for a reserve Engine, authorized by the last Council. Engine No. 9, has been ready for some time past, awaiting the completion of that company. The two Fuel Wagons are also in good order, and have proved of great service.

With your approbation, I have recently put into operation a new system of Fire Alarm Signals, comprising and providing for a first and second alarm, as is in use in other large cities, which has so far worked well. Yet in order that the greatest benefit possible to be acquired from the Fire Alarm Telegraph, should be made available, I beg to urge the trans-

fer of that Department to the control of the Fire Department. The reason for this will be so obvious to your Honorable Body as to require no further amplification at my hands.

In conclusion, I beg to congratulate the Board upon the high position which the Department holds in the estimation of the citizens of Baltimore, and in the opinion of those of our sister cities.

Respectfully submitted,

H. SPILMAN,

Chief Engineer.

TABLE A.

Record of Fires from January 1st, to October 31st, 1871, inclusive.

Date.	Hour A. M.	Hour P. M.	Box.	Buildings Damaged.	Location.	Engines in Service.	Hook and Ladder in Service.
Wednesday, Jan'ry 11.....	9.15	.....	27	Bakery and dwelling.....	183 S. Bond street.	3, 5.....	3
Friday, " 13.....	.....	10.50	23	Grocery Store.....	Cor. Hanover and Montgomery.	2, 4.....	3
Saturday, " 14.....	3.35	.....	93	Packing House.	Cor. Monument and Castle sts.	3, 5, 6.....	3
Sunday, " 15.....	6.40	.....	17	Store.....	151 Franklin street.....	1, 7.....	2
Wednesday, " 18.....	.....	10.15	19	Church	Lombard, near Penn street.....	.....	.....
Thursday, " 19.....	6.40	.....	84	Broom Factory	House of Refuge, Balto. Co.. ..	1	2
Monday, " 23.....	.....	10.20	13	Store.....	Cor Light and Welcome alley.	2.....	2
Wednesday, " 25.....	.....	5.40	27	Dwelling.....	Broadway, near Pratt street....	.....	.....
Wednesday, " 25.....	.....	7.30	4	Four Lofts, used as a Tarpaulin Factory,	Gay and Pratt streets..... ...	2, 3, 4, 5, 6	2, 3
Monday, " 30.....	1 05	.....	2	Warehouse.....	39 Grant street.....	.....	1
Thursday, Feb'y 2.....	.....	9.50	46	Snuff Mill.....	Buren, near the Falls.....	.....	1
Friday, " 3.....	.....	5.45	36	Dwelling.....	Little Williamson street.....	.....	.....
Tuesday, " 7.....	9.00	.....	3	Warehouse	Cor. Hanover and German sts.	.....	.....
Tuesday, " 7.....	.....	12.40	6	Two Warehouses.....	11 and 13 Camden street.....	1, 2, 3, 4, 7	1, 2
Tuesday. " 21.....	.....	9.15	17	Dwelling.....	17 Walnut alley	7.....	2
Wednesday, " 22.....	8.15	.....	75	Dwelling.....	7 Byrd street.....	.....	2
Saturday, " 25.....	.....	7.10	26	Oyster Packing House	Near City Yard.....	2, 4.....	.....
Tuesday, " 28.....	.....	4.40	3	Piano Factory	36 Hanover street.....	.....	.....
Wednesday, Mar. 1.....	.....	1.45	15	Store and dwelling.....	118 N. High street.....	6.....	1
Saturday, " 1.....	.....	6.20	24	Dwelling.	194 E. Fayette street	.....	.....

Saturday,	"	4.....	.....	9.30	9	Dwelling	83 N. Charles street.....	.....	.....
Monday,	"	6.....	3.55	.....	72	Hotel.....	Cor. Howard and Saratoga sts	1, 4, 7.....	2
Wednesday,	"	8.....	4.35	.....	45	Four Dwellings.....	56, 58, 60, 62 N. Schroeder st..	1, 2, 8	2
Monday,	"	13.....	.....	8.40	3	Box Factory.....	McClellan's alley.....	1, 2.....	1,2
Friday,	"	17	4.35	.....	2	Hotel.....	Calvert, near Pratt street.....	. . ..	1
Friday,	"	17.....	.....	9.10	75	Dwelling.....	Byrd street.....	.....	.....
Wednesday,	"	22	.....	10.10	2	Drug Warehouse.....	Cor. Light and Lombard sts....	1, 2, 3, 4, 6.....	1,2
Thursday,	"	23.....	.....	7.45	8	Office.....	East Falls Avenue.....	.....	.....
Saturday,	"	25	10.25	.....	7	Can Factory.....	56 German street.....	.....	.....
Monday,	"	27.....	4.45	.....	54	Bakery and Dwelling.	Cor. Washington & Eastern ave.	3, 5.	3
Thursday,	"	30.....	.....	7.00	4	Warehouse.....	60 S. Gay street.....	2, 3, 4, 5, 6	1,3
Saturday,	April	1.....	10.15	.....	3	Church	Hanover, near Pratt street	.....	2
Saturday,	"	1.....	.....	10.55	41	Dwelling.....	174 Ensor street.....	.....	.....
Sunday,	"	2.....	1.30	.....	24	Store.....	Cor. Baltimore and Bond sts....	.....	3
Sunday,	"	2.....	3.50	.....	24	Dye House.....	39 S. Eden street.....	3, 5, 6.....	3
Monday,	"	3.....	6.25	.....	2	Broom Factory.....	Mercer, near Calvert street.....	3, 4, 6.....	1,2
Saturday,	"	8.....	.....	9.20	41	Dwelling and Stable	236 E. Eager street.....	6.....	1
Sunday,	"	9	.....	6.15	8	Lumber.....	Eastern, near E. Falls avenue ..	3, 4, 5, 6.....	1,3
Monday,	"	10.....	.....	2 45	39	Chemical Works.....	Ellicott and Patuxent sts.....	3, 5.....	3
Thursday,	"	13.....	10.15	.....	6	Three Drewllings.....	Houser Court, S. Charles street	1, 2, 3, 4.....	1,2
Thursday,	"	13.....	.....	1.10	72	Dye House.....	Fayette, near Park street.....	.....	.....
Tuesday,	"	18.....	.....	12.35	58	Brewery.....	Baltimore County.....	6.....	1
Tuesday,	"	18.....	2 50	.....	71	Feed Store.....	Eutaw and Dover streets	1, 2, 7.....	2
Tuesday,	"	25.....	.....	12.10	23	Dwelling	14 Lee street.....	.....	.....
Tuesday,	"	25.....	.....	3.50	15	Store and Dwelling.....	120 N. High street.....	3, 6.....	1
Wednesday,	"	26.....	.....	7.40	14	Dwelling.....	Lexington and Green streets....	.....	2
Friday,	"	28.....	9.30	.....	15	Saw Mill.....	E. Monument street.....	.....	.....
Sunday,	May	7.....	.....	2.05	24	Dwelling.....	239 E. Baltimore street.....	3, 5, 6.....	3
Tuesday,	"	9.....	12.50	.....	8	Smithy.....	Mill street.....	3.....	1
Thursday,	"	11.....	.....	8.35	51	Dwelling.....	Lamp Explosion, 192 E. Bank st.	3.....	1
Tuesday,	"	16.....	.....	12.15	93	Dwelling...	McElderry street.....	.....	.....
Wednesday,	"	17.....	10.40	.....	67	Fire Work Factory.....	48 and 50 Wolf street.....	5.....	3
Wednesday,	"	17.....	.....	2.40	13	Two Junk Warehouses.....	34 and 36 Lee street.....	1, 2, 3, 4, 6, 7.	1,2,3

TABLE A. *Continued.*

Date.	Hour A.M.	Hour P. M.	Box	Buildings Damaged.	Location.	Engines in Service.	Hook and Ladder in Service.
Saturday, May 19.....	.....	11.40	62	Hominy Mill.....	North and John streets.....	.....	.....
Tuesday, " 22.....	5.10	.....	3	Two Warehouses, 1 Dwelling, one Restaurant and Dwelling,	Sharp street and German street.	1, 2, 3, 4, 5, 6, 7, 8.....	1,2 3
Tuesday, " 22.....	7.05	.....	9	Dwelling.....	47 St. Paul street.....	.....	3
Thursday, " 24.....	3.30	.....	6	Dwelling.....	Lamp Explosion, Balderston st.	.....	.....
Thursday, " 24.....	.....	11.50	17	Stable.....	Moore alley.....	7.....	2
Saturday, " 26.....	.....	4 25	21	Stable.....	Allen alley.....	3.....	1,3
Sunday, " 27.....	.....	12.10	35	Dwelling.....	Jenkins alley.....	.....	.....
Sunday, " 27.....	.....	12.55	24	Dwelling.....	10 Central avenue.....	.....	.....
Thursday, " 31.....	.....	4.45	31	Coal Oil Distillery	Washington Road.....	2.....	2
Tuesday, June 6.....	.....	12.40	13	Dwelling.....	50 S. Conway street.....	.....	.....
Friday, " 9.....	7.10	.....	34	Four Stores and Dwellings....	320 to 326 E. Monument street.	3, 6.....	1
Friday, " 9.....	.....	8.55	4	Warehouse.	50 S. Gay street.....	4.....	1,3
Saturday, " 10.....	11.40	.....	18	Dwelling.....	455 W. Baltimore street.....	.....	2
Saturday, " 10.....	.....	10.50	6	Two Steamers.....	Light street Wharf.....	1, 2, 3, 4, 5, 6,7	1,2,3
Monday, " 12.....	.....	9.00	3	Warehouse.	Cor. German and Sharp streets.	1, 4.....	1,2
Tuesday, " 13.....	11.55	.....	39	Coal Oil Distillery.....	Canton, Baltimore County	1, 2, 3, 4, 5, 6,7	1,2,3
Tuesday, " 13.....	.....	5.50	41	Dwelling.....	376 Aisquith street.....	.....	.....
Thursday, " 15.....	.....	5.55	45	Three Dwellings.....	43, 45 and 47 Scott street.....	1, 2, 8.....	2
Saturday, " 24.....	10.05	.....	41	Bakery and Dwelling.....	Harford avenue.....	6.....	1
Monday, " 26.....	10.40	.....	43	Two Dwellings..	389 and 391 W. Fayette street..	1.....	2
Tuesday, " 27.....	1.45	.....	32	Dwelling.....	234 W. Franklin street.....	7, 8	2

Thursday,	"	29	1.35		126	Stable	Baltimore County		
Thursday,	"	29	3.00		3	Box Factory	Box alley, near German street	1, 2, 4, 6, 7	1, 2
Thursday,	"	29		6.00	4	Two Warehouses	5 and 7 Commerce street	3, 4, 5, 6	1, 3
Monday,	July	3	11 50		12	Store and Dwelling	Cor Baltimore and High sts		
Wednesday	"	5	8.05		65	Stable	88 Dolphin street		
Friday,	"	7		8 00	1	Dwelling	Lamp Explosion, 58 North st		
Saturday,	"	8		12.40	38	Dwelling	4 Hamilton street		
Tuesday,	"	11		9.15	83	Dwelling	Lamp Explosion, Hampstead st		
Wednesday,	"	12		5.10	39	Chemical Works	Boston street		
Sunday,	"	16		2.40	9	Two Dwellings	72 and 75 Courtland street	7	2
Monday,	"	17		3.40	13	Dwelling	47 Conway street		2
Friday,	"	21	8.05		9	Three Dwellings	St. Paul street	1, 7	2
Sunday,	"	30	3.25		72	Hat Factory	Lexington and Charles street	1, 4, 7	2
Wednesday,	Aug.	2	12 05		6	Dwelling and Store	Cor. Sharp and Dover streets	2	2
Friday,	"	4		8.45	36	Dwelling	186 West street		2
Wednesday,	"	9	4.20		36	Dwelling	227 Hanover street		
Wednesday,	"	9		8.25	1	Store and Dwelling	83 N. Calvert street		
Tuesday,	"	15		7.15	3	Store and Factory	15 S. South street		
Saturday,	"	19		3 50	42	Three Stores and Dwellings,	32 to 36 Philpot street	3, 5	3
Saturday,	"	19		5.40	13	Dwelling	Eutaw and Barre streets		
Monday,	"	21		8.50	15	Dwelling	Lamp Explosion, 37 Sterling st		
Wednesday,	"	23		3.55	12	Store and Dwelling	Cor Light and Pratt streets		1
Saturday,	"	26	9 20		39	Two Dwellings	217 and 219 Boston street	3, 5	3
Saturday,	"	26	11 50		39	Same re-kindled	" " " "	5	3
Wednesday,	"	30		10.15	19	Store and Dwelling	403 W. Pratt street	1, 2, 8	2
Thursday,	"	31		10.10	6	Warehouse and Tavern	80 High street	1, 2, 3, 4	1, 2
Friday	Sept.	1		8.59	12	Store and Dwelling	53 S. High street	3, 5	1
Saturday,	"	2		6.00	3	Warehouse	39 S. Charles street		
Thursday,	"	7		10.55	39	Stable and Lumber	Baltimore County		3
Friday,	"	8		3.10	23	Glass House	Hughes street		
Friday,	"	8		3.25	64	Dwelling	621 Lexington street	8	2
Friday,	"	8		8.50	123	Stable	455 W. Saratoga street	8	2
Saturday,	"	9		2.15	39	Chemical Works	Boston and Patuxent streets		

TABLE A.—*Continued.*

Date.	Hour A. M	Hour P. M.	Box	Buildings Damaged.	Location.	Engine in Service.	Hook and Ladder in Service.
Tuesday, Sept. 12.....	2.25	.....	17	Stable.....	N. Howard, near Franklin st.....	.....	.....
Wednesday, " 13.....	.....	12.30	83	.....	Tar Pot in Washington street.....	.....	.....
Saturday, " 23.....	9.15	.....	123	Dwelling.....	170 Pearce street.....	.....	.....
Monday, " 25.....	3.55	.....	42	Lime Sheds.....	Philpot street.....	3, 4, 5.	1, 3
Thursday, Oct. 5.....	.....	10.50	2	Warehouse.....	49 S. Calvert street.....	1.....	2
Saturday, " 7.....	.....	11.30	12	Saddle Tree Factory..	12 S. Front street.....	.....	.....
Saturday, " 7	.....	7.50	36	Dwelling.....	166 Henrietta street.....	2.....	2
Wednesday, " 11.....	.....	11.00	125	Shed.....	Locust Point Furnace.....	.....	.....
Monday, " 16.....	.....	7.45	26	Two Paint Stores.....	8 and 10 Cross street	1, 2, 4, 6.....	1, 2
Monday, " 16.....	.....	9.30	24	Dancing School Room.....	Cor. Baltimore and Bond sts.....	.....	.....
Tuesday, " 17.....	3.30	.....	65	Sash Factory.....	Cor. Cathedral and John sts.....	1, 4, 6, 7.....	1, 2
Wednesday, " 18.....	.....	4 45	13	Two Dwellings.....	44 and 46 Guilford alley.....	2.....	2
Thursday, " 19.....	.....	10.50	67	.....	Baltimore County.....	....	.....
Friday, " 20.....	11.15	.....	93	Chimney of a dwelling.....	McElderry street.....	....	.....
Friday, " 20.....	.....	4.45	67	Dwelling	Ann and McCubbin streets.....	.....	.....
Saturday, " 21.....	7.10	.....	13	Dwelling.....	135 Hanover street.....	....	.....
Sunday, " 22.....	.....	1.55	9	Dwelling.....	11 Courtland street.....	.....	.....
Thursday, " 26.....	12 05	.....	62	Warehouse.....	36 Greenmount avenue.....	4, 6.	1
Thursday, " 26.....	10 05	.....	42	Chrome Mill.....	Cor. Block and Mill streets.....	5.....	3
Monday, " 30.....	11.15	.....	27	Shed.....	218 Eastern avenue.....	3, 5.....	3
Monday, " 30.....	.....	1.50	12	Factory.....	Cor. Front and Plowman sts.....	3..	1
Tuesday, " 31.....	12.30	.....	3	Shirt Factory.....	German, near Charles street.....	1, 2, 4, 6	1, 2
Tuesday, " 31.....	.....	12.30	61	Dwelling	Gilmor, near Townsend street.....	1, 2.....	2

TABLE B.

Daily and Hourly Summary of Fires, 1871.

Hour—A. M.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	10th.	11th.	12th.	Total.
Sunday.....	1	.....	2	.....	.....	1	.....	.....	.....	.....	.....	.....	4
Monday.....	1	.....	2	1	.....	1	.....	.....	.....	1	2	.....	8
Tuesday.....	1	2	1	.....	1	.....	1	.....	1	.....	1	2	10
Wednesday.....	.....	.....	.....	2	....	.....	.....	2	1	1	.....	1	7
Thursday.....	1	.....	2	.....	.....	1	.....	.....	.....	2	.....	1	7
Friday.....	.....	.....	.....	1	.....	.....	1	1	1	.....	1	.....	5
Saturday.....	.....	.....	1	1	.....	.....	1	.....	3	2	2	.....	10
Total.....	4	2	8	5	1	3	3	3	6	6	6	4	51

Hour—P. M.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	10th.	11th.	12th.	Total.
Sunday.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	2	5
Monday.....	1	1	1	.....	.....	.....	1	2	2	1	.....	.....	9
Tuesday.....	.....	.....	1	1	1	.....	1	.....	2	.....	.....	6	12
Wednesday.....	1	1	1	1	2	.....	2	1	.....	3	1	1	14
Thursday.....	1	.....	.....	1	1	1	2	1	1	5	1	.....	14
Friday.....	.....	.....	2	1	1	.....	.....	5	1	1	.....	.....	11
Saturday.....	.....	1	1	.....	1	2	2	....	2	2	2	1	14
Total.....	3	5	6	4	6	4	8	9	8	12	4	10	79

TABLE C.

Total number of Fire Alarms, 1871.....147

Of which there were from Chimneys, Test and False Alarms	17
For Actual Fires	130
	147

Number of Fires East of Calvert Street	61
Number of Fires West of Calvert Street	69
	130

Of which the Department was in service at 84.

Number of Fires occurring from 6 A. M. to 12 M...	27	
Number of Fires occurring from 12 M. to 6 P. M...	29	
Total, from 6 A. M. to 6 P. M.	——	56
Number of Fires occurring between 6 P. M. and 12 P. M	44	
Number of Fires occurring between 12 P. M. and 6 A. M	30	
Total, from 6 A. M. to 6 P. M.	——	74
		130

Heaviest Loss at any one Box.....Box 3.

TABLE D.

Condensed Monthly and Daily Summary, 1871.

Monthly.		*Daily.*	
January	10	Sunday	9
February	8	Monday	17
March	13	Tuesday	22
April	16	Wednesday	21
May	15	Thursday	21
June	15	Friday	16
July	10	Saturday	24
August	13		
September	11		130
October	19		
	130		

The Telegraphic Signal Station giving the greatest number of Alarms was Box 3, which was struck Ten times.

Telegraphic Signal Stations from which no Alarm was received :

Boxes—5, 16, 25, 28, 29, 37, 47, 48, 49, 52, 53, 56, 57, 63, 73, 74, 76, 81, 82, 91, 92, 94, 121, 124, 127, 128.

TABLE D.—*Continued.*

Number of Telegraphic Alarms and the Boxes from which the same were received, from Jan'y 1, 1871, *to October* 31, 1871.

Box.	Alarms.	Box.	Alarms.	Box.	Alarms.
1	2	24	6	58	1
2	5	26	2	61	1
3	10	27	3	62	2
4	4	31	1	64	1
6	6	32	1	65	2
7	1	34	1	67	3
8	3	35	1	71	1
9	5	36	4	72	3
12	5	38	1	75	2
13	7	39	7	83	2
14	1	41	4	84	1
15	4	42	3	93	3
17	4	43	1	123	1
18	1	45	2	125	1
19	2	46	1	126	1
21	1	51	1		
23	3	54	1		

TABLE E.

Running Time of Engines and Service of Hook and Ladder Companies, 1871.

COMPANIES.	Jan. H. M.	Feb. H. M.	Mar. H. M.	Apr. H. M.	May. H. M.	June. H. M.	July. H. M.	Aug. H. M.	Sept. H. M.	Oct. H. M.	Total Eng'ns.	Total Hook & Ladder Comp's	Times in Service	
Engine 1	1	2.45	4.15	1.15	15.30	8.15	2.30	20	1.30	3.50	41 10	.....	25	
" 2	3	19.30	3.40	1.45	20 30	14	10	40	3	4.50	71.20	.....	28	
" 3	5.30	3	3.30	3 50	7.25	8.40	.....	1.10	1.10	40	34.55	.....	30	
" 4	2.35	7.30	2.40	1.35	9 30	16.10	1.35	1.50	45	3.35	47.45	.....	30	
" 5	5.45	.....	2.35	4.15	6.45	16.45	.....	1.35	35	25	38.35	.....	21	
" 6	6.45	.....	2.40	4 15	7.05	8.40	.....	.....	10	1.15	30.55	.....	21	
" 7	1.30	3	1.30	1	10	9	3	.....	.....	5	34	.....	18	
" 8	.....	.....	20	.....	11.30	1	.....	.....	1	7	20.50	.....	8	Went in'o service March 1, 71.
TOTAL	26.10	35.45	21.10	17.55	88 15	82.44	7.15	5.35	8.10	26 35	319.30	.....	.....	
Hook and Ladder 1	3.45	3.35	4.45	8.10	9.20	7.30	.05	.35	3.55	5.20	.....	47	43	
" " 2	8.30	7.	6.	4.	17.30	16.	4.30	1.25	2.30	6.35	.....	74	47	
" " 3	8.30	.....	3.	3.30	9.20	14.	.....	3.15	2.15	.40	.....	44.34	23	
TOTAL	20.45	10.35	13.45	15.40	36 10	37.30	4.35	5.15	8.40	12.35	.....	165 30	.....	

TABLE E. *Continued.*

Condensed Running Time of Engines and Service of Hook and Ladder Companies, 1871.

	Engines.		H. & L. Co's	
	Hr.	*Min.*	*Hr.*	*Min.*
January	26	10	20	45
February	35	45	10	35
March	21	10	13	45
April	17	55	15	40
May	88	15	36	...
June	82	40	37	30
July	7	15	4	35
August	5	35	5	15
September	8	10	8	40
October	26	35	12	35
	319	30	165	30

TABLE F.

Total Number of Telegraphic Fire Alarms and the Boxes from which they were received, from July 2d, 1859 to October 31st, 1871.

Box.	Alarms.	Box.	Alarms.	Box.	Alarms.	Box.	Alarms.	Box.	Alarms.	Grand Total.
1	52	18	8	37	6	56	7	81	13	
2	76	19	20	38	34	57	3	82	25	
3	62	21	24	39	26	58	1	83	20	
4	38	23	28	41	20	61	8	84	2	
5	43	24	41	42	25	62	22	91	6	
6	53	25	32	43	38	63	30	92	2	
7	44	26	47	45	27	64	4	93	4	
8	60	27	26	46	10	65	10	94	.....	
9	40	28	39	47	5	67	3	121	.....	
12	45	29	13	48	7	71	28	123	2	
13	39	31	35	49	12	72	25	124	.....	
14	43	32	32	51	22	73	9	125	1	
15	77	34	31	52	35	74	4	126	1	
16	23	35	18	53	32	75	5	127	.....	
17	39	36	43	54	34	76	1	128	.....	
	734		437		333		160		76	1740

TABLE F.—*Continued.*

Number of Alarms from Boxes in the Eastern District, from July 2d, 1859, to October 31st, 1871.....	837
Number from Boxes in the Western District	903
	1740

Boxes from which Alarms have been received at least once each year since their erection:

2, 5, 6, 8, 15, 26, 28, 38, 39, 54, 123, 125, 126.

During six years in succession, from 1862 to 1867, inclusive, no alarm was received from Box 64.

TABLE G.

PAY ROLL.

ANNUAL SALARIES PAID MONTHLY.

1	Chief Engineer	$1,500
2	Assistant Engineers, (each)	1,100
1	Clerk and Secretary	1,200

Engine Companies.

8	Foremen, (each)	500
8	Enginemen, (each)	1,100
8	Assistant Enginemen, (each)	900
8	Hostlers, (each)	900
64	Firemen, (each)	400

Hook and Ladder Companies.

3	Foremen, (each)	500
3	Tillermen, (each)	900
3	Hostlers, (each)	900
30	Laddermen, (each)	400
139		

TABLE H.

Horses, Hose, Hose Carriages, Ladders, Trucks and Bells.

COMPANIES.	Horses.	Good Hose.	Unreliable Hose.	Weight of Carriages.	Weight of Trucks.	Number of Ladders.	Weight of Bells.	Old Hose Carriages.	Old Trucks.
Engine 1	4	800 feet.	450 feet.	3,116 lbs.	.....	.....	.....	1	.....
" 2	4	750 "	200 "	2,900 "	.....	.....	2,784 lbs.	.....	.....
" 3	3	775 "	550 "	3,160 "	.....	.....	3,176 "	1	.....
" 4	5	1,200 "	.....	3,877 "	.....	.....	.....	1	.....
" 5	3	1,500 "	.....	3,100 "	.....	.....	1,548 lbs.	1	.....
" 6	4	1,550 "	.....	3,050 "	.....	.....	2,784 "	1	.....
" 7	4	1,400 "	.....	3,135 "	.....	.....	2,046 "	1	.....
" 8	4	800 "	1,000 feet.	3,475 "	.....	.....	2,069 "	2	.....
Hook and Ladder 1	2	.....	.....	.....	3,775 lbs.	8	.....	.....	1
" " 2	2	.....	.....	.....	3,900 "	8	2,479 lbs.	.....	.....
" " 3	3	.....	.....	.....	3,540 "	7	.....	.....	.....

TABLE J.

Description of Engines.

Engines.	Steam Cylinder.		Pump.		Galls. per Revolution.	Heating Surface.	Weight in Service.	Builders' Names.	Name of Pump.	When Built.
	Diam'r.	*Stroke.*	*Diam'r.*	*Stroke.*		*Sq. ft.*				
1.....	11 in	8 in.	4¼ in.	8 in.	2	145	5406	Poole & Hunt.....	Fulton.	1868
2.....	9½ "	12 "	5⅛ "	12 "	3	165	6160	W. M. Ives & Son.....	Double Acting...	1867
3	11 "	8 "	4¼ "	8 "	2	145	5310	Poole & Hunt.....	Fulton.....	1869
4.....	11 "	12 "	4¼ "	12 "	3	248	7245	Poole & Hunt.....	Fulton.....	1859
5.....	11 "	12 "	4¼ "	12 "	3	260	8165	W. M. Ives & Son.....	Fulton.....	1864
6.....	9 "	12 "	5 "	12 "	2.10	165	6800	Poole & Hunt.....	Double Acting...	1863
7.....	11 "	12 "	4⅜ "	12 "	3.10	251	7414	Poole & Hunt.....	Fulton	1859
8	9 "	12 "	5 "	12 "	2.10	143	6641	W. M. Ives & Son.....	Double Acting...	1870
9.....	9 "	12 "	5 "	12 "	2.10	143	6700	W. M. Ives & Son.....	Double Acting...	1870 Re-built
10	8½ "	15½ "	4⅝ "	15½ "	2.25	215	7575	John Agnew.....	Double Acting...	1868
Reserve..	10 "	12 "	6 "	12 "	3	190	6700	Hazelhurst & Weigand.....	Cameron.....	1861

ENGINE COMPANY, No. 1.

Went into Service February, 1859.

Has in charge : One Steam Fire Engine; one Four Wheel Hose Carriage; one Old Two Wheel Hose Carriage; 800 feet Good Hose; 450 feet Unreliable Hose; 4 Horses and Harness, with all necessary Equipments for Service.

NAMES.	AGE.	RESIDENCE.	OCCUPATION.
Jacob H. Hayward, Foreman.	48	202 W. Fayette st...	Ornamental Painter.
John R. Watkins, Engineman	34	411 W. Fayette st...	Machinist.
Jos. H. Reynolds, Ass't "	34	83 S. Green street...	Machinist.
O. H. Watts, Hostler.....	28	196 W. Fayette st...	House Painter.
Alex. Forrest, Fireman.....	50	48 Chatsworth st....	Venetian Blind Maker.
James Humes, Fireman.....	29	175 Lee st.....	Glass Cutter
Wm. White, Fireman.....	26	175 Franklin st.....	Carpenter.
Jas. A. Lockington, Fireman.	28	8 Hollins street.....	Clerk.
Chas. M. Kemp, Fireman.....	25	39 Portland street...	Clerk.
W. H. Keilholtz, Fireman.....	31	402 W. Lombard st	Mantle setter.
Geo. W. Smith, Fireman.....	23	12 Raborg street....	Bricklayer.
Jos. Johnson, Fireman.....	27	4 Harmony Lane....	Huckster.

ENGINE COMPANY, No. 2.

Went into Service February, 1859.

Has in Charge: One Steam Fire Engine; one Four Wheel Hose Carriage; 750 feet Good Hose; 200 feet Unreliable Hose; 4 Horses and Harness, with all necessary Equipments for Service.

NAMES.	AGE.	RESIDENCE.	OCCUPATION.
Jacob Hindes, Foreman	47	100 S. Sharp street.	Chair Maker.
T. E. Wheatley, Engineman	30	163 Hamburg st.	Machinist.
John Morse, Ass't Engineman.	25	90 Hamburg st.	Machinist.
Rich'd Kelly, Hostler	27	175 Lee street	Turner.
George Taylor, Fireman	37	100 West street	Carter.
W. B. Reynolds, Fireman	47	250 S. Sharp street.	Tinner.
Thos. S. Rodenhi, Fireman	35	128 S. Howard st.	Chair Maker.
John A. Young, Fireman	34	81 Gilmor street	Sail Maker.
Charles Romoser, Fireman	34	248 S. Sharp street.	Gas Fitter.
Benjamin Wirts, Fireman	31	36 Church street.	Collar Maker.
John Kelly, Fireman	23	100 York street	Laborer.
Francis Slain, Fireman	34	154 Light street	Laborer.

ENGINE COMPANY, No. 3.

Went into Service February, 1859.

Has in Charge: One Steam Fire Engine; one Four Wheel Hose Carriage; one Old Two Hose Wheel Carriage; 775 feet Good Hose; 550 feet Unreliable Hose; three Horses and Harness, with all necessary Equipments for Service.

NAMES.	AGE.	RESIDENCE.	OCCUPATION.
A. G. Herlich, Foreman	29	86 E. Lombard st...	Stove Dealer.
John F. Reilly, Engineman	39	31 Albemarle st.....	Machinist.
Jos. P. Kelly, Asst. "	27	4 Plowman st.....	Fireman.
P. F. Bradley, Hostler	29	12 S. Front st.....	Shipwright.
E. D. Wardell, Fireman	41	50 N. Caroline st....	Produce Dealer.
Jesse Vickers, Fireman	39	36 Hampstead st....	House Painter.
Theo. Salter, Fireman	44	36 N. Washington st	" "
Martin Kirby, Fireman	28	63 Watson st.....	Trunk Maker.
Jos. E. Maguire, Fireman	26	249 Druid Hill ave.	Clerk.
Jos. L. Foreman, Fireman.	30	21 Harford avenue..	House Painter.
W. T. Bruscup, Fireman	27	281 E. Madison st...	Can Maker.
W. H. Moore, Fireman	33	75 Chester st.....	Wagoner.

ENGINE COMPANY, No. 4.

Went into Service February, 1859.

Has in charge: One Steam Fire Engine; one Reserve Engine; one Four Wheel Hose Carriage; one Old Four Wheel Hose Carriage; 1,200 feet Hose in fair condition: 5 Horses and Harness, with all necessary Equipments for Service.

NAMES.	AGE.	RESIDENCE.	OCCUPATION.
John P. Cosgrove, Foreman...	40	370 S. Charles st....	Shoemaker.
John E. Prunty, Engineman..	33	517 W. Lombard st.	Machinist.
Geo. T. Griffin Ass't "	39	65 W. Pratt st.....	Machinist.
John Wernsang, Hostler.....	29	66 N. Holliday st....	Driver.
Samuel French, Fireman.....	29	302 Greenmount av	Carpenter.
F. D. Kerr, Fireman.....	31	138 N. Exeter st.....	Rigger.
Joseph Farr, Fireman.....	32	370 E. Madison st..	Butcher.
W. H. Ward, Fireman.....	49	41 Granby st.....	Shoemaker.
Oscar Healey, Fireman.....	36	153 E. Monument st	Carpenter.
George W. Bentz, Fireman....	32	131 W. Baltimore st	Baker.
James H. Walsh, Fireman.....	30	158 Chestnut st.....	Painter.
J. B. Foreman, Fireman.....	23	65 W. Pratt st.....	Driver.

ENGINE COMPANY, No. 5.

Went into Service April, 1859.

Has in Charge: one Steam Fire Engine; one Four Wheel Hose Carriage; one Old Two Wheel Hose Carriage; 1,500 feet Good Hose; three Horses and Harness, with all necessary Equipments for Service.

NAMES.	AGE.	RESIDENCE.	OCCUPATION.
W. G. Miller, Foreman	47	91 Gough st	House Carpenter.
Francis Corrigan, Engineman	38	145 S. Washington.	Engineer.
John Calder, Asst. "	25	108 S. Ann st	Engineer.
Jas. Patterson, Hostler	24	145 S. Washington.	Saw Maker.
Edwin Bailey, Fireman	24	170 E. Gough st	House Carpenter.
A. Perry, Fireman	44	144 S. Ann st	Pattern Maker.
M. Spofford, Fireman	36	46 N. Ann st	House Carpenter.
W. J. Richards, Fireman	52	147 E. Gough st	Cigar Maker.
Edward Kirby, Fireman	27	20 S. Ann st	Treenail Borer.
W. Aschroft, Fireman	52	154 E. Gough st	Ship Joiner.
J. L. Chasen, Fireman	36	272 E. Pratt st	Painter.
Joseph Peacock, Fireman	47	56 Register st	Ship Carpenter.

ENGINE COMPANY, No. 6.

Went into Service April, 1859.

Has in Charge: one Steam Fire Engine; one Four Wheel Hose Carriage; one Old Two Wheel Hose Carriage; 1,550 feet Good Hose; 4 Horses and Harness, with all necessary Equipments for Service.

NAMES.	AGE.	RESIDENCE.	OCCUPATION.
C. D. Hiss, Foreman	48	442 E. Monument st.	Collector.
M. Mulligan, Engineman	35	302 Forrest st	Machinist.
J. O'Neill, Ass't "	32	55 Buren st	Blacksmith.
A. Jamieson, Hostler	43	150 Chesnut st	Hackman.
T. B. Riall, Fireman	32	137 Druid Hill Av	Carpenter.
H. J. Edell, Fireman	30	368 E. Eager st	Tailor.
D. H. Macaulay, Fireman	45	71 N. Broadway	Painter.
J. W. Harper, Fireman	36	139 Chew st	Bill Poster.
C. T. Wright, Fireman	57	125 Chew st	Shoemaker.
W. West, Fireman	29	Hillen and Forrest	Tinner.
J. M. Ogle, Fireman	36	237 N. Broadway	Saw Maker.
L. Blake, Fireman	26	54 Valley st	Painter.

ENGINE COMPANY, No. 7.

Went into Service April, 1859.

Has in Charge: One Steam Fire Engine; one Four Wheel Hose Carriage; one Old Two Wheel Hose Carriage; 1,400 feet Good Hose; 4 Horses, with all necessary Equipments for Service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Jacob Stouffer, Foreman	44	148 Pearl st	Printer.
T. T. Hall, Engineman	25	272 Walsh st	Machinist.
J. McCann, Ass't "	23	185 Chesnut	Machinist.
W. Deck, Hostler	29	137 Pierce st	Driver.
G. W. Grubb, Fireman	45	197 Lexington st	Cedar Cooper.
H. S. Konig, Fireman	42	70 Clay st	Painter.
E. Sheeks, Fireman	31	48 N. Green st	Piano Maker.
G. W. Allen, Fireman	29	205 N. Eutaw st	Painter.
J. Gildea, Fireman	45	172 Biddle st	Provision Dealer.
J. F. McGreevy, Fireman	37	63 Garden st	Stone Cutter.
J. W. Bowersox, Fireman	27	213 Biddle st	Painter.
A. P. Webb, Fireman	25	50 N. Green st	Clerk.

ENGINE COMPANY, No. 8.

Went into Service March, 1871.

Has in Charge: one Steam Fire Engine; one Four Wheel Hose Carriage; two old Two Wheel Hose Carriages; 800 feet Good Hose; 1,000 feet Unreliable Hose; 4 Horses and Harness, with all necessary Equipments for Service.

NAMES.	AGE.	RESIDENCE.	OCCUPATION.
G. W. Krager, Foreman	33	97 Biddle st	Segar Maker.
W. Thompson, Engineman	48	20 N. Schroeder st.	Machinist.
W. T. Calvert, Ass't "	33	108 N. Schroeder st	Machinist.
Thomas Murphy, Hostler	24	547 W. Saratoga st	Laborer.
Edward Beefelt, Fireman	40	38 N. Schroeder st.	Segar Maker.
A. J. Walter, Fireman	33	3 N. Republican st	Segar Maker.
Charles Klunk, Fireman	50	304 W. Saratoga st.	Carpenter.
G. Chapman, Fireman	41	Poppleton & Mulb'y	Shoemaker.
O. D. Burgess, Fireman	34	91 N. Schroeder st.	Silver Plater.
P. Gallager, Fireman	47	435 w. Saratoga st.	Tailor.
J. Patterson, Fireman	24	386 W. Fayette st.	Tinner.
J. Laracy, Fireman	23	165 Raborg st.	Laborer.

HOOK AND LADDER COMPANY, No. 1.

Went into Service February, 1859.

Has in Charge: two Trucks; one Fuel Wagon; two Horses and Harness, with all necessary Ladders and Equipments for Service.

NAMES.	AGE.	RESIDENCE.	OCCUPATION.
W. W. Watson, Foreman.....	38	68 S. Exeter st.....	Trunk Maker.
E. Burke, Tillerman.....	31	127 N. Eden st.....	Plasterer.
M. Scanlon, Hostler.....	30	160 E. Baltimore st.	Driver.
W. O. Sollers, Ladderman....	35	218 E. Baltimore st.	Carpenter.
H. W. Mears, "	24	79 N. Liberty st.....	Undertaker.
G. W. Horton, "	26	80 E. Fayette st.....	Wire Worker.
C. Dougherty, "	30	32 Laurel st	Paper Carrier.
J. B. Keene, "	52	15 N. Caroline st....	Carpenter.
J. W. Reed, " ...	24	116 S. High st.....	Insurance Agent.
C. C. Simpson, "	31	24 N. Bond st.....	Ship Joiner.
J. W. Blake, "	36	54 Valley st.....	Machinist.
J. H. Coburn, "	28	87 McElderry st	Bricklayer.
M. Nolan, "	42	28 E. Lombard st....	Driver.

HOOK AND LADDER COMPANY, No. 2.

Went into Service April, 1859.

Has in Charge: One Truck; one Fuel Wagon; two Horses and Harness, with all necessary Ladders and Equipments for Service.

NAMES.	AGE.	RESIDENCE.	OCCUPATION.
Geo. W. Houck, Foreman.....	43	163 Preston st.....	Detective.
M. V. B. Hush, Tillerman.....	31	106 Walsh st.....	Cooper.
Thos. Montgomery, Hostler...	32	234 German st.....	Driver.
J. G. Gill, Ladderman.....	38	202 W. Fayette st...	Painter.
W. K. Lockington, "	28	8 Hollins st.....	Clerk.
C. L. Lilly, "	33	251 Dolphin st.....	Carpenter.
W. F. X. Byrne, "	23	63 S. Charles st....	Candy Maker.
F. A. Marston, "	33	242 N. Howard st...	Painter.
Thomas Wagner, "	31	6 Jasper st.....	Blacksmith.
E. L. Dorsey, "	37	255 Mulberry st.....	Paper Hanger.
C. M. Hall, "	28	228 German st.....	Cigar Maker.
W. Lilly, "	26	58 Division st.....	Carpenter.
L. Rudolph, "	24	55 Hanover st.....	Carpenter.

HOOK AND LADDER COMPANY, No. 3.

Went into Service January, 1871.

Has in Charge : One Truck ; three Horses and Harness, with all necessary Ladders and Equipments for Service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
T. W. Humphreys, Foreman..	52	111 N. Broadway...	Inspector of Horses.
John McClellan, Tillerman.....	38	139 S. Eden st.....	Sail Maker.
Charles Geighler, Hostler.....	39	260 E. Pratt st.....	Confectioner.
Robt. Crawford, Ladderman...	23	235 Bank st.....	Ship Carpenter.
N. Wormsley, " ...	28	140 Lancaster st.....	Rigger.
J. N. Downs, " ...	23	472 E. Baltimore st.	Painter.
Thomas Taylor, " ...	29	148 E. Gough st....	Carpenter.
W. E. Vanrossen, " ...	23	403 E. Eager st.....	Driver.
G. W. Foxwell, " ...	24	181 E. Eager st.....	Ship Carpenter.
R. Calder, " ...	39	97 S. Washington,	Paper Hanger.
James Daniels, " ...	30	178 S. Washington,	Turner and Carver.
P. H. Flaherty, "	41	102 S. Broadway...	Painter.

Fire Alarm Regulations.

List of Telegraphic Fire Alarm Stations and Companies Replying to the Same.

Stations.	LOCATION.	First Alarm.		Second Alarm.	
		Engines.	H. & L.	En's.	H&L
1	Central Police Station, Holliday street	3 4 6	1	1 7	3
2	Calvert and Lombard streets	2 3 4 6	1 2	1 7	
3	Baltimore and Hanover streets	1 2 4 6	1 2	3 7	
4	Pratt and Gay streets	2 3 4 6	1 3	1 7	
5	No. 1 Truck House, Harrison street	3 4 6	1	1 7	2
6	Charles and Camden streets	1 2 3 4	1 2	6 7	
7	Howard and German streets	1 2 4 8	1 2	3 6	
8	Pratt Street Bridge	1 3 4 6	1 3	2 7	
9	Charles and Mulberry streets	1 7	2	3 4	1
12	No. 3 Engine House, Lombard street	3 5 6	1	1 2	2
13	No. 2 Engine House, Barre street	1 2 4	2	3 7	1
14	No. 2 Truck House, Paca street	1 7 8	2	4 6	1
15	No. 6 Engine House, Gay and Ensor streets	3 4 6	1	2 7	3
16	Aisquith and Douglas streets	3 6	1	1 4	3
17	No. 7 Engine House, Eutaw and Ross streets	1 7 8	2	3 4	1
18	Western Police Station, Green street	1 7 8	2	3 4	1
19	Penn and Lombard streets	1 2 8	2	3 4	1
21	Bank and Exeter streets	3 5 6	3	1 2	2
23	William and Montgomery streets	1 2 4	2	3 7	3
24	Caroline and Lombard streets	3 5	3	1 6	1
25	Bond and Jefferson streets	3 6	3	1 5	1
26	Light and Cross streets	1 2	1	3 4	2
27	Eastern Police Station, Bank street	3 5	3	1 4	1
28	Fayette and St. Paul streets	1 4	1	3 6	2
29	Eutaw and Cross streets	1 2 8	2	4	1
31	Fremont and Columbia streets	1 2 8	2	4	1
32	Franklin and Chatsworth streets	1 8	2	4 7	1
34	Belair and Central Avenues	3 6	1	1 4	3
35	Richmond Market	1 7 8	2	4 6	1
36	Southern Police Station	1 2 4	2	3 7	1
37	Eager street and Morton alley	1 7	2	3 4	1
38	North and Monument streets	4 6	1	1 3	2
39	Ellicott and Chesapeake streets, Canton	3 5	3	2 6	1
41	Harford avenue and Eager street	3 6	1	1 4	3
42	Drawbridge, foot of Falls	3 4 5	3	1 2	2
43	Fremont and Lexington streets	1 8	2	2 4	1
45	Pratt and Poppleton streets	1 2 8	2	3 4	1
46	Front and Hillen streets	4 6	1	1 3	2
47	Locust Point	2 5	3	4 7	2

FIRE ALARM REGULATIONS.—*Continued.*

Stations.	LOCATION.	First Alarm.		Second Alarm.	
		Engines.	H. & L.	En's	H&L.
48	Pearl and Saratoga streets	1 8	2	4 7	1
49	Frederick and Calverton Roads	1 8	2	4 7	1
51	No. 5 Engine House, Ann street	3 5	3	1 4	1
52	Pennsylvania avenue and Dolphin street	7 8	2	1 4	1
53	Baltimore and Republican streets	1 8	2	4 7	1
54	Canton Avenue and Chester street	3 5	3	2 4	1
56	Pennsylvania Avenue and Fremont street	7 8	2	1 4	1
57	Baltimore street and Frederick road	1 8	2	2 4	1
58	Belair Avenue	3 6	1	4 7	3
61	Carey street and Edmondson Avenue	1 8	2	4 7	1
62	Madison and Forrest streets	4 6	1	3 7	2
63	Broadway and Thames streets	3 5	3	2 4	1
64	Lexington and Stricker streets	1 8	2	4 7	1
65	Dolphin street and Falls road	1 7 8	2	4 6	1
67	Ann and Orleans streets	5 6	3	2 4	1
71	Pratt and Eutaw streets	1 2	2	4 7	1
72	Clay and Park streets	1 4 7	2	2 3	1
73	Monument street and Plover alley	1 7	2	2 4	1
74	Gay street and Broadway	3 6	1	2 5	3
75	Light and Heath streets	1 2	2	3 4	1
76	Madison and North Avenues	7 8	2	1 4	1
81	Eutaw Place and Dolphin street	7 8	2	1 4	1
82	Canton Avenue and Caroline street	3 5	3	2 4	1
83	Baltimore and Wolfe streets	3 5	3	2 4	1
84	Gilmor and McHenry streets	1 8	2	2 4	1
91	Central and Harford Avenues	3 6	1	1 4	3
92	Oregon and Townsend streets	7 8	2	1 4	1
93	Monument and Castle streets	5 6	3	1 4	1
94	President street and Canton Avenue	3 5	3	2 4	1
121	Eden and Chase streets	3 6	1	4 7	3
123	No. 8 Engine House, Mulberry street	1 8	2	4 7	1
124	Madison and McMechen streets	7 8	2	1 4	1
125	Fort Avenue and Burr street	1 2	2	4 7	1
126	Pratt and Gist streets	3 5	3	1 6	1
127	North and Greenmount Avenues	3 6	1	4 7	3
128	North Avenue and John street	7 8	2	1 4	1

Upon the occurrence of an alarm of fire, the number of the Station from which the same is received is struck out from the Central Station for the space of five minutes upon all the gongs and bells in Telegraphic communication therewith, which is at once answered by the Companies which attend that Station.

When a larger force is required, a second alarm can be given by the Chief Engineer or his Assistants.

When a still greater force becomes necessary, a General Alarm may be sounded bringing up all the Reserves of the Department, or single Companies may be called as follows:

Signals for Calling Companies Separately. — One round of which, followed by the number of the Station at which it may be wanted, will be repeated five times at proper intervals, unless the reply 3-5-4 is sooner received at the Central Station.

Engine Co.,	No. 1...	2	3	1	Engine Co.,	No. 7.....	2	3	7
"	"	" 2...	2	3	2	"	"	" 8.....	2	3	8
"	"	" 3...	2	4	3	"	"	" 9.....	2	3	9
"	"	" 4...	2	3	4	Hook & Ladder Co.	No. 1..	3	5	1
"	"	" 5...	2	3	5	"	"	" 2..	3	5	2
"	"	" 6...	2	3	6	"	"	" 3..	3	5	3

List of Telegraphic Signal Stations attended by ENGINE *and* HOOK AND LADDER COMPANIES, *at First and Second Alarms.*

COMPANIES.	AT THE FIRST ALARM.	AT THE SECOND ALARM.
Engine No. 1.....	3 6 7 8 9 13 14 17 18 19 23 26 28 29 31 32 35 36 37 43 45 48 49 53 57 61 64 65 71 72 73 75 84 123 125	1 2 4 5 12 16 21 24 25 27 34 38 41 42 46 51 52 56 76 81 91 92 93 124 126 128
Engine No. 2.....	2 3 4 6 7 13 19 23 26 29 31 36 45 47 71 75 125	8 12 15 21 39 42 43 54 57 63 67 72 73 74 82 83 84 94
Engine No. 3.....	1 2 4 5 6 8 12 15 16 21 24 25 27 34 39 41 42 51 54 58 63 74 82 83 91 94 121 126 127	3 7 9 13 17 18 19 23 26 28 36 37 38 45 46 62 72 75
Engine No. 4.....	1 2 3 4 5 6 7 8 13 15 23 28 36 38 42 46 62 72	9 14 16 17 18 19 26 27 29 31 32 34 35 37 41 43 45 47 48 49 51 52 53 54 56 57 58 61 63 64 65 67 71 73 75 76 81 82 83 84 91 92 93 94 121 123 124 125 127 128
Engine No. 5.....	12 21 24 27 39 42 51 54 63 67 82 83 93 94 126	25 74

List of Telegraphic Signal Stations—*Continued.*

Companies.	At the First Alarm.	At the Second Alarm
Engine No. 6.....	1 2 3 4 5 8 12 15 16 21 25 34 38 41 46 58 62 67 74 91 93 121 127	6 7 14 24 28 35 39 65 126
Engine No. 7.....	9 14 17 18 35 37 52 56 65 72 73 76 81 92 124 128	1 2 3 4 5 6 8 13 15 23 32 36 47 48 49 53 58 61 62 64 71 121 123 125 127
Engine No. 8.....	7 14 17 18 19 29 31 32 35 38 43 45 48 49 52 53 56 57 61 64 65 76 81 84 92 123 124 128	
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GENERAL ORDERS,

Issued upon Establishing the Revised Code of Fire Alarm Signals.

OFFICE OF CHIEF ENGINEER, B. C. F. D.
BALTIMORE, *August 1st*, 1871.

General Orders:

No. 1. When a First Alarm is given, all members of this Department whose Companies do not respond, will report at their respective Engine and Truck Houses prepared for duty, and if not relieved by the Recall Signal, or required for active duty during thirty minutes, will answer roll call and be dismissed by their respective Foremen.

No. 2. After a First Alarm is given, and before the Recall Signal is struck, all the remaining Engine Companies in that district, together with the nearest Hook and Ladder Company, will answer a new alarm from any other Station therein. Should two Hook and Ladder Companies be in service at a First Alarm, the remaining Hook and Ladder Company will answer a new alarm from any other Station in the City until the Recall is struck.

No. 3. When the same Station is struck a second time previous to the Recall, it will be considered as a *Second Alarm* and be answered accordingly. When another Alarm comes from the Station first struck, *after the Recall*, it will be considered as a First Alarm and be answered accordingly.

No. 4. After a Second Alarm is struck and before the Recall is given, all Engine and Hook and Ladder Companies

which have not responded, will, in case of a new alarm, answer any other Station in the City—No. 5 Engine Company from No. 3 Engine House, No. 8 Engine Company from No. 1 Engine House, and the unemployed Hook and Ladder Company from No. 1 Truck House.

No. 5. The Recall Signal is 3–4–5, followed by the number of the Station from which the alarm is received, and will be understood as an order for dismissing the men attached to Companies awaiting special orders *connected with that Station*, and for the resumption of such Companies of their attendance upon their First Alarm Station List.

No. 6. The General Alarm and Company Signals are retained until further orders.

H. SPILMAN, *Chief Engineer.*

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Aisquith and Fayette	5
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